CYCLE NEWS

Feb. 11/Feb. 25, 1987 : Number 5

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Helmet Laws

Battle heats up in California

Ward wins, Johnson KO'd at Anaheim Supercross

America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

Multi-time National Champion motocrosser David Bailey, who remains paralyzed from the lower chest down as a result of injuries suffered in a practice session crash on January 11, was scheduled to undergo a back stabilizing operation on Monday, February 2, but that operation was canceled. Doctors discovered a small blood clot in Bailey's right calf the day before the scheduled operation and that prevented the operation. In addition, Bailey has now opted not to have the surgery performed and instead he'll undergo a five week period of bed rest that will allow his back to heal naturally. Following that period, Bailey will be fitted with an upper body brace which will enable him to sit up. Bailey remains optimistic: "You can give just 80 percent and pout, but that's not me. I'm giving this 100 percent plus. I know it'll take everything I have to get through this, but I'm going to beat it." Bailey has announced that his wife, Gina, is pregnant and the couple's first child is due in September. Cards and letters can be sent to Santa Clara Valley Medical Center, 751 S. Bascomb Ave., San Jose, CA 95128.

Despite a perfect performance by six-time champ Garth Brow (Hon) in the final round of the 1987 AMA Invitational Professional Indoor Ice Race Series at Troy, Ohio, on January 31, Indiana's Dave Hebb (Hon) was crowned the series champ. Hebb finished fourth in points at Troy but won the series with a total of 61 points. Brow's perfect 15 point performance moved him into second in the final point standings with a total of 58 points. Dan Ingram (Hon) finished third in points at Troy and third in the final standings, three down from Brow with a total of 55.

The AMA Government Relations Department has provided $1000 to fund a one-year internship at the Tennessee Valley Authority's Land Between the Lakes recreation area in western Kentucky. The internship will be administered by the Land Between the Lakes Association, a non-profit organization which serves as a liaison between the private sector and the federally-run recreation area. The AMA has worked closely with the Land Between the Lakes Association in the past, most notably in the planning and development of the Turkey Bay Off-Road Vehicle Area there, the first such area to be featured in a federal recreation area. The area hosts over 40,000 visitors annually.

FORMED: Forsythe USA, an advertising and marketing communications firm in Asheville, North Carolina, by William F. (Bill) Burbank; Burbank was formerly a vice president with Kayo Corporation; prior to joining Kayo, Burbank was operations and sales manager for Parts Unlimited, and vice-president of Sure-Fire Distributing; Forsythe USA has offices at 2361 Hendersonville Rd. South, Arden, NC 28704, 704/687-0477.

Team Suzuki's Johnny O'Mara has flown back to North Carolina to have his right knee examined by a knee specialist after injuring it Saturday night, January 31 at the Anaheim Supercross. According to Suzuki Press Relations manager, Rob Sanders, O'Mara simply landed off one of the big jumps and his knee just gave out. This is the opposite knee he injured last year. The examination results show that O'Mara damaged some ligaments, but he has regained full mobility. As it looks now, there's a good chance he will ride the Houston Supercross on February 7.

Rick Johnson is recovering from his Anaheim Supercross crash and will be at the February 7 Houston Supercross. "I'm doing good," Johnson said from his El Cajon, California, home on February 2. "I just came up a little short on the triple jump, cased it and it tossed me over the bars. It wasn't the track's fault, it was my fault. I hit my head pretty hard, but I'm doing good." What about the rest of the season? "I'll give it all I've got."

HosPITal STOP: Pro motocrosser Tim Hanna crashed during the CMC Golden State Nationals at Glen Helen Raceway, San Bernardino, California, February 1. Hannah broke two vertabrae and is now recouperating in intensive care at the San Bernardino Community Hospital. Cards and letters can be sent to his house, 3218 E S1, Palmdale, California, 93550.

APPOINTED: Robert (Woody) Woodward as northern California account executive by Nelson-Rigg USA, Inc., importers of motorcycle and personal watercraft clothing and accessories.

The 1987 California Off-Road Vehicle Association Convention will be held at the Doubletree Hotel in Orange, California, on March 6-7-8. A "Keep the Lands Open" rally, featuring a variety of speakers, will be held Saturday. Discussion is expected to be centered around Senator Alan Cranston's Wilderness Bill, which proposes to close 9.1 million acres of desert land to motorized vehicles. For reservations or information, call 800/237-5436.

Motocrosser Eric Eaton suffered a broken jaw at an arenacross in Monroe, Washington, on January 18. Eaton was leading the 250cc Pro class when he crashed on a triple jump and was launched over the bars and landed face first. Eaton is expected to be out of action for at least four weeks.

The factory Husqvarna team of Dan Smith and Larry Roeseler won the 14th Annual SCORE Parker (Arizona) 400 on January 27; it was Smith's fourth Parker win in a row. Second went to the Kawasaki-mounted team of Ted Hunnicutt and Derrick Paiement while third was claimed by the Open class Honda of Dan Ashcraft and Randy Morales. The 125cc class went to John Brasch, who soloed the event on a Yamaha.

Round one of the Florida February Series at Croom Raceway in Brooksville, Florida, on February 1 saw Jeff Frisz (Suz), John Reinholt (Yam) and John Collins (Yam) win the 125, 250 and 500cc Semi Pro classes, respectively.

Team Kayo's Dean Swims and Kevin Rentzell (Suz) won the overall and GTO class at the AMA/CCS endurance road race in Phoenix, Arizona, on February 1. Team Taylor's Dave Schlosser and Doug Brauneck (Suz) finished second with GTU class winner Team Kayo's Tommy Sloan and Donny Rowe finishing third overall.

Arai Helmets will set up a service center to serve riders' helmet needs during Daytona Cycle Week, March 2-8. The center will be in the Checkered Flag building on pit row and will offer such services as replacement face shields, factory technicians and a personal helmet design computer.

BORN: To KTM's Rod Bush and his wife Sherri, a baby girl, Stacey, on January 27.

The Laverda Owners Club/USA will hold an Italian motorcycle rally on Saturday, March 7 in Daytona Beach, Florida; riders wishing to

(Continued to page 4)

Yamaha posts $65,000 in 600 RR Series

CYPRESS, CA, JAN. 22

Yamaha will post a $65,000 contingency fund solely for the AFM 600cc Stock Production road race class. The Yamaha Western 600 Series will consist of 10 races plus an overall championship race.

The AFM will host five events per chapter, AFM North and AFM South. The top 10 finalists from each five-race series will be invited to the Yamaha Western 600 Series Championship which will take place at southern California's Riverside Raceway on October 11.

The AFM North events will take place at Sears Point in Sonoma, California, on April 18-19, May 9-10, June 27-28, July 18-19 and September 12-13. AFM South events will be run at Rosamond, California's Willow Springs on April 18-19, May 16-17, July 4-5, August 15-16 and September 19-20.

Yamaha FZ600 riders who finish in the top 12 slots in series events will earn points towards qualifying for the Yamaha Western 600 Series Championship Final. First place in each series event will earn a Yamaha rider 20 points, second 16, third 13, fourth 11, and fifth through 12th pay one point less per position in descending order, i.e. fifth pays 10, fourth nine, etc.

Each round of the series will pay a Yamaha rider $2000 for a win, $1200 for second, $700 for third, $450 for fourth, $300 for fifth, $200 for sixth, $100 for seventh and $50 for eighth.

The October 11 Yamaha Western 600 Series Championship Final will pay the winner $5000, second $2750, third $1650, fourth $1200, with fifth paying $900, and sixth through 12th $100 less per position in descending order, i.e. sixth pays $800, seventh $700, etc. •

How you can WIN

What does it take for us to learn?

I am too often at a complete loss to understand tragedies in our sport. We would learn, you would think, from one or even two identical tragedies, that change and improvement are necessary. David Bailey's injury has hit the industry and sport harder than any in recent memory. And the impact on David and his family is immeasurable.

Let's learn from this one once and for all. Now listen up AMA and CMC and FIM and SCORE and all you other sanctioning bodies. And I can't forget you promoters either, Mike Goodwin and Mickey Thompson and Sal Fish and Stu Peters and everyone else. Don't think I'm forgetting the factories and every single one of your riders either. Tune in to this!

Three major types of injuries haunt racing and riding — knee, head and spinal. A solution to eliminating knee injuries is somewhere down the pipe. Even the NFL, NBA and pro baseball gurus haven't got a handle on the knee thing. There's no question whatsoever that head injuries are but a relative fraction of what they'd be if we were still wearing the old pressed cardboard and leather helmets of yesteryear. For the most part helmets keep getting better and more protective year in and year out.

Back injuries to the spinal column are rather different in that seldom is the damage correctable, let alone reversible. Conversely, orthoscopic knee surgery can bring damaged joints back to top service most of the time. Even head injuries are commonly treated through surgical procedures and therapy. Only in rare cases are spinal injuries reversed, which is the stuff movies are made of.

We just don't accept the fragility of our back, the many vertebrae and the delicate spinal column. My rudimentary experience points to two methods of spinal damage — compression and impact. A direct blow to the head can create compression forces strong enough to fracture or dislodge vertebrae to impact the spinal column. It's doubtful that we currently have a correction for compression caused back injuries.

The more common cause of back injuries to bikers is impact, with an object or by an object. Not uncommonly both compression and impact occur. I have personally witnessed many instances of a rider's bike chasing him down and striking the back. I've seen other bikes do it to another rider. It chills me to the bone to see these in person or on film.

There are occasions where a rider falls into or onto an object ranging from an Armco barrier to a protruding rock. Sometimes you land on your downed or sliding bike. I've had all of the above occur, but through some miracle not sustained paralyzing injury. Each time I was just smart enough to be scared poopless and simultaneously relieved afterwards.

In one instance particularly (during a fast paced race pre-run in Baja), I had a backpack save certain back injury. A footpeg left a major puncture in the middle of the pack after impact was blunted by a can of Vienna Sausage and Long John britches. In addition, there was a chunk of granite rock embedded just above my exploded sausage can. I hit the ground and was hit upon by the bike dead center in my back.

Surely backpacks laden with sausage cans and extra clothes aren't a reasonable or necessary design solution. But technology can design thin, near invisible vests that will stop a .44

(Continued to page 19)

Over the edge

Come back, come back, all is forgiven!''

PHOTO BY DENNIS GREENE

Copyright Page 3 Productions. From an idea by Carol Sims

inside

SUPERCROSS: Ward tops Anaheim series opener 6
MOTOCROSS: Surratt heads Glen Helen GSN Pros 8
Hannah claims Winter AM title 16
Pederson top GSN Amateur at Marysville 22
POLITICS: Helmets or no helmets 12
DESERT: Russell wins Gila Bend GP 18
HISTORY OF MX: Final chapter 20
NEW PRODUCTS: More goodies 23
ICE RACING: Hebb hauls in Muskegon 24
LOCAL RACING: Who's hot, who's not 25
CALENDAR: Plan ahead 34
WANT ADS: Who's got what for sale 38

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Leonard Herring, *Service and Support*

National Headquarters

2201 Cherry Ave., Long Beach, CA 90806, P.O. Box 498, Long Beach, CA 90801-0498 (213) 427-7433; 213/636-8844.

Eastern Office

4190 First Ave., Tucker, GA, 30084; mailing address P.O. Box 805, Tucker, GA 30085-0805. (404) 934-7850.

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Helmet laws — the right to choose vs. the common good. See page 12 for latest California helmet law update. Illustration by Peggy Smith.

voices

Open letter to AMA professional license applicants

Recently we became aware of growing concern and misunderstanding, especially within the dirt track community, over release language appearing on our 1987 professional rider license application forms. For that reason we requested a meeting at AMA headquarters on January 27, 1987, with rider representatives Steve Morehead and Ronnie Jones. Steve was unable to attend. However, along with Ronnie, Scott Parker attended with his legal counsel. We also invited Bob Stump who had recently expressed his concerns on the subject in a letter to *Cycle News*. The AMA's special liability counsel attended along with our professional racing staff.

This was a very productive meeting and a frank exchange of information. Some of the key points that emerged are as follows:

*The new language that appears on pro licensing agreements is not aimed strictly at pro riders. It is the result of an exhaustive Association-wide liability audit that was begun a year ago. That study has resulted in changes in all key AMA forms and documents. Its objective has been to reduce the number of lawsuits and the costs of insurance that are crippling the motorcycle sport. This includes not just the lawsuits and costs that directly affect the AMA, but also those that affect clubs, event organizers, sponsors, and riders.

*There has been no intention to create new language that increases the pro rider or sponsor's liability. Our counsel advises us that the legal effect of the 1987 language is substantially the same as that on previous applications. However, courts have begun to demand that releases be written in plain, clear language, not in legal jargon; and that they be conspicuous. In other words, confusing legal language in fine print is no longer acceptable in many courts of law. For that reason, our counsel produced clear, concise release language and advised us to print it in red ink. Many riders who have called us admit they didn't read or know what they signed in previous years. Consequently, the 1987 form serves a very beneficial purpose in that it enables license applicants to better make a well-advised and clearly informed decision about the personal risks involved in professional racing. Our language is not intended to create liability. Rather, it conspicuously advises of the liability that already exists in motorcycle competition.

*In regard to this liability, we learned from the rider reps that there is a growing concern about their own legal risks if spectators are injured or property damaged by them in an accident that is no fault of their own. This is a very legitimate concern, and it gave us the opportunity to clarify that the AMA's own liability coverage insures each and every professional rider for spectator liability in an AMA event. Not only does the AMA's policy include this at no additional cost to licensed riders, but we suspect that such coverge is probably unavailable or certainly unaffordable if riders were to try to obtain it on an individual basis. And, incidentally team sponsors and mechanics are included in this coverage. You will be expected to sign an insurance company release at each event. This is for your own protection and is necessary to provide your coverage. Our policies are in effect through December 31, 1987. The riders and mechanics will be notified if there are any changes in this coverage.

*The riders discussed possible language changes on the AMA license application release that would further reduce their risks. After hearing their views, we met with our liability committee and its counsel and AMA President Ed Youngblood was authorized to amend the language.

You may amend your rider or mechanic application as follows (add underlined words, mark out words that are scored through).

*1) RELEASE AND INDEMNITY AGREEMENT: I, for myself, heirs and assigns, hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association, the American All Terrain Vehicle Association, their agents and employees, the promoters, sponsors, manufacturers and suppliers of equipment and all other persons, participants, or organizations conducting or connected with AMA sanctioned events for any injury to person or property I may suffer (including crippling injury or death), whether such injury arises while I am preparing for competition, taking any proficiency or licensing test, participating in an event, or while I am upon event premises.

"I know the risks of danger to myself and my property while participating in motorcycling events and while upon event premises, and relying upon my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with sanctioned events for damages incurred as a result of ~~any injury that I cause or receive~~ my negligence."

Please make these changes carefully. Any further changes will not be accepted. If you have already signed an application, there is no need to reapply and any pre-entry forms you currently have need not be changed. All 1987 pro rider and mechanic application and entry form language will be construed as above in the case of a lawsuit.

Consequently, I hope this information will enable you to make your decision without delay and submit your application to AMA headquarters.

BILL AMICK
Vice President,
AMA Professional Competition
Westerville, OH

Wind

(Continued from page 2)

participate should meet at the Howard Johnson Motor Lodge off I-95 at 1:30 p.m.

Cagiva's desert and ISDE phenom Duane Summers will be seen at club road races in 1987. Summers, after attending Keith Code's California Superbike School, had his road racing debut on a Ducati F-1 at Riverside International Speedway recently and finished fourth. Apparently Cagiva wanted Summers to race at Daytona in March, but the 19-year-old has decided to progress a little slower and will stick with club racing for 1987.

HosPITal STOP: Desert racer Chris Crandall, who suffered a broken femur during the SCORE Mojave 250 last April, was hospitalized February 4 to undergo a bone graft. Cards and letters can be sent to Crandall c/o Hoag Memorial Hospital, 301 Newport Blvd., Newport Beach, California 92663.

A proposed voluntary ban and recall of most ATVs could cost ATV manufacturers and dealers as much as $2.4 billion in refunds, according to Consumer Product Safety Commission estimates obtained by the Product Safety Letter of Arlington, Virginia. Restricted documents show the CPSC approved a ban/recall/refund program during a secret meeting December 12. The plan would allow consumers to voluntarily return to dealers all three-wheelers and any four-wheelers originally purchased for use by children under age 16. The plan must be approved by the Justice Department and federal lawyers must take the matter to court before the plan can be implemented.

California Assemblyman Jim Costa (D-Fresno) recently introduced a measure in the state legislature that would take $5 million from the California Off-Highway Vehicle fund (commonly known as the green sticker fund) to pay for an amendment to the Rare and Endangered Species Act of 1984. The bill, AB364, also appropriates an unspecified amount to reimburse state agencies, counties and cities for any expenses resulting from environmental impact reports required by the legislation. When asked why green sticker monies were targeted for preserving wild, rare and endangered species, Costa's Senior Consultant, Edna Maita, said, "It was a fund that was identified as having monies available."

The 1986 Anaheim Supercross will be telecast in San Diego, California, on February 7 at 12:00 p.m. on XETV Channel 6.

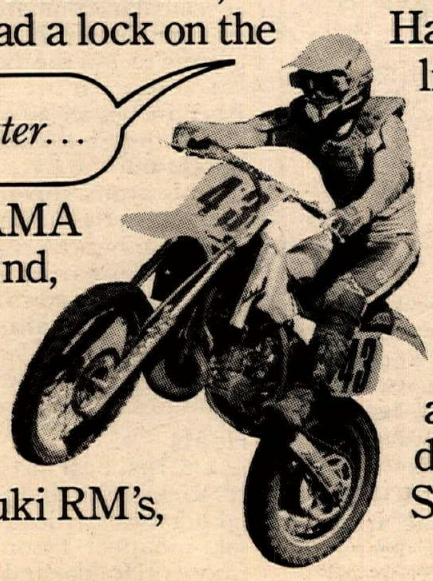
Sandpiper Travel is offering a travel package to Daytona Beach, Florida for the Daytona 200. The packages begin at $319 from the northeast and $419 from southern California; the prices include round-trip airfare, hotel and rent-a-car. For more information contact Randy Warren at 800/433-8432.

Honda Racing Corporation will have 600cc single dirt track engine kits and parts available for the 1987 season. Honda is making a limited number of 600cc dirt track engine kits that change the stroke from 80mm to 75mm, in an effort to give the engine more durability. HRC is also offering an improved outer clutch kit of the 500/600/628cc engines. •

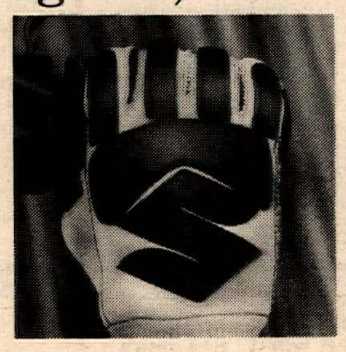
Possibly the only one that could have wrestled the championship from Hannah and his Suzuki.

By the final race at Gatorback Park, Bob "Hurricane" Hannah had a lock on the series. Nobody could endanger his lead. His record for the competitive AMA Florida Winter Series was 2nd, 1st, 1st, 1st. And then first again when he took the purse in the final.

This was the first true test of the new '87 Suzuki RM's, which Hannah helped design. And Hannah's first series of 1987. It looks like they'll both be on top for a long time to come. So if you want a winning motocrosser, don't grapple with a difficult decision. Get a Suzuki RM.



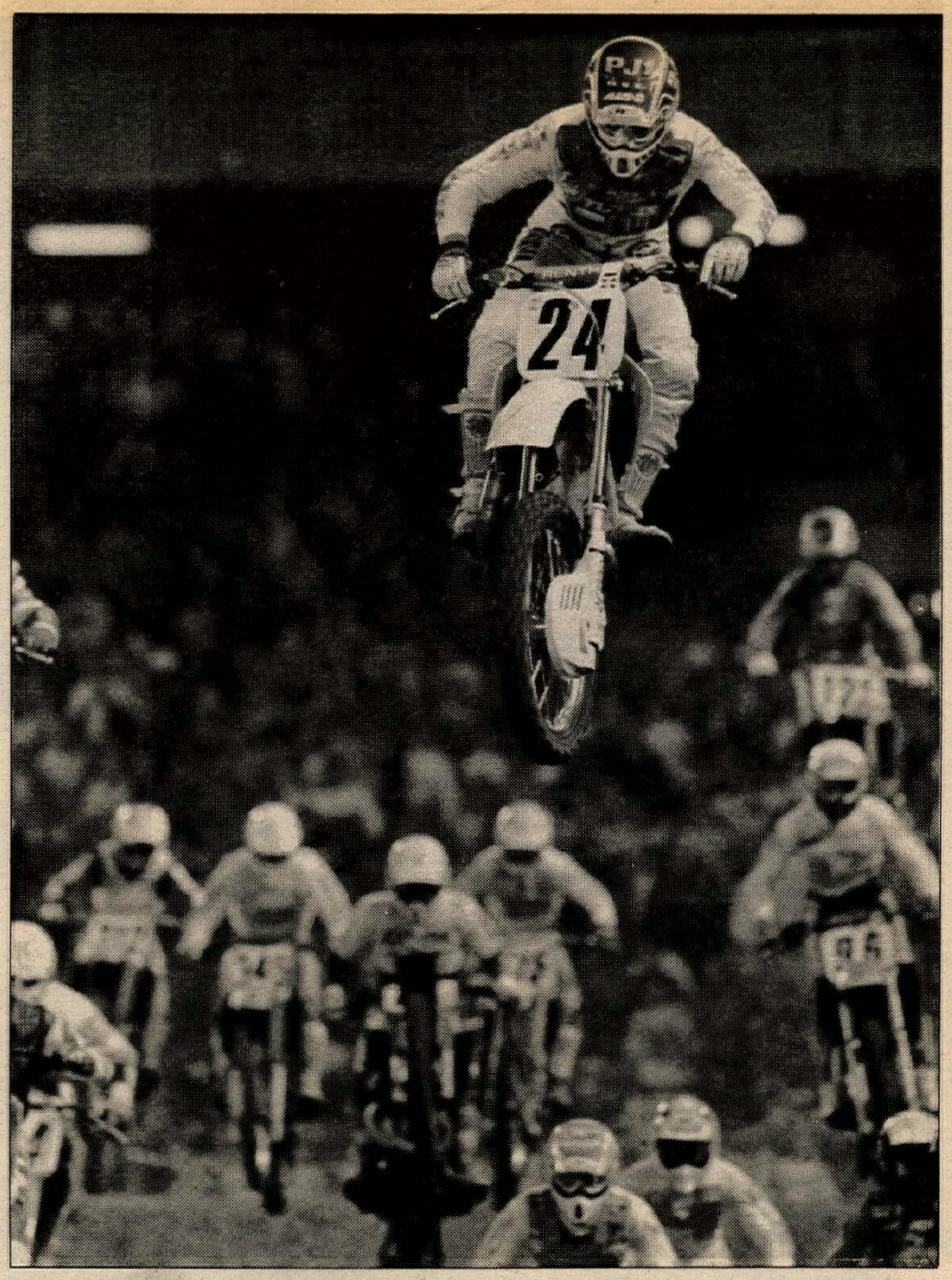
Right on, Suzuki



SUZUKI.

Tune-in MOTORCYCLE WORLD radio with Larry Huffman, sponsored by Suzuki, Sundays, 10-11 p.m. KOLA-Los Angeles, XTRA-San Diego, KTIM-San Francisco, and KYLO-Sacramento.

Jeff Ward (3) and Micky Dymond (5) duelled for the lead in the third heat race. Dymond won the heat, but Ward (inset) won the main.



In his first supercross race since breaking his wrist last year, Yamaha's Broc Glover jumped all the triple jumps to a third-place finish.

AMA/Coors Supercross Series: Round one

Ward's way at Anaheim sellout

By Kit Palmer
Photos by Kinney Jones and Nate Rauba

ANAHEIM, CA, JAN. 31

"I always wanted to win this race," said Kawasaki's Jeff Ward after claiming his first-ever Anaheim Supercross win. Ward picked a good night to win at Anaheim Stadium, located only 15 minutes from his Mission Viejo home, because the largest crowd to ever watch a supercross — 70,351 — packed the stadium.

"The track was really demanding but I'm in the best shape of my career, so things are looking real good." Ward said.

Things are also looking good for Ward's Team Kawasaki teammate Ron Lechien who landed a second place after reeling in and passing Yamaha's Broc Glover late in the 20-lap main event.

Glover held control of second place throughout most of the main in his first supercross race since breaking his wrist halfway through the 1986 season. "I guess it wasn't too bad for the first try out there," said Glover, "I felt reasonably good, but I need a little more work to keep up with Jeff. I think I'm a little bit ahead of schedule (regarding his injury comback). I'm not 100%, that's for sure, but I'm trying, and that's all I can do."

Rick Johnson's hopes of defending his Supercross Championship got off to a bad start after he crashed hard in the main. Johnson, who had easily won his heat race, landed a little short over a high-speed triple jump and was pitched off his Honda. He laid on the track motionless and was carried off the track on a stretcher, where he was immediately taken to the hospital. After the race, Honda race team manager, Dave Arnold, said, "It looks like he just knocked himself out. He might have a concussion and a little bit of shock, but he had feeling in his legs and was talking. I don't think he's too bad off."

Johnson's CAT scan at UCI Medical Center was negative and, apart from his slight concussion, the defending champion is okay and expects to race in the February 7 Houston Supercross.

Finishing fourth overall was Team Honda's Micky Dymond in his best supercross placing ever. A few seconds behind Dymond was the newest addition to Team Yamaha, Australian Jeff Leisk.

Tonight's supercross series opener wasn't too good for Team Suzuki as only one team rider (out of three), George Holland, made it to the main. Erik Kehoe suffered a midweek knee injury and after practicing at Anaheim, decided his knee wasn't up to handling what some riders claimed was a dangerous Anaheim track.

In his supercross debut for Suzuki, Johnny O'Mara only lasted one lap in his heat race before pulling off the track and taking himself out for the evening with an injured knee; it was the opposite knee that he injured last year.

In the 125cc main, Jeff "Chicken" Matiasevich thrilled the crowd with a spectacular come-from-behind win in what turned out to be the most exiting race of the night. Despite getting a rear flat tire, Matiasevich finished inches ahead of the Dean Matson, Craig Canoy and Michael Craig freight train.

This year's supercross format remains exactly the same as last year's with four heat races (top four immediately transferring to the main), two semis (top two reaching the main), a Last Chance Qualifer (one transferring) and one, 20-lap main fielding 21 riders. The 125cc class ran two heat races and one main.

Heats

The first heat race saw Honda riders Ricky Ryan and Scott Burnworth taking the early lead ahead of Kawasaki-mounted Tyson Vohland, Guy Cooper (Honda) and Carlo Coen. By the end of the first lap it was still Ryan out in front with Vohland and Cooper trailing. Vohland eventually found his way into the lead while Cooper settled into second.

The rest of the eight-lap race saw Vohland and Cooper duel for the lead. On the final lap, Vohland lost control of his Kawasaki in the whoops with Cooper plowing into him from behind. Both riders went down with Cooper recovering first. By the time Vohland regrouped, Ryan had already slipped by. So at the finish it was Cooper with the win ahead of Ryan, Vohland and Yamaha rider Billy Frank.

The second heat race saw Glover nail the holeshot ahead of Leisk, Holland and Lechien. During the first lap, Holland got out of shape in the whoops and Lechien shot past. Lechien also flew by both Leisk and Glover in the same move. Holland dropped back to last place while Lechien motored home with the win. Glover finished second while Yamaha rider Jeff Stanton worked his way up to third. Leisk finished fourth.

Heat three turned into a Ward/Dymond duel while Kawasaki riders Eddie Warren and Mike Fisher battled for third. Ward stole the holeshot with Dymond in close pursuit. However, Dymond surprised Ward by diving to the inside in a turn and snatched the lead. Dymond managed to stay ahead of Ward and actually pulled away. Ward decreased the gap late in the race, but Dymond held him off. Warren finished third ahead of Fisher.

The fourth heat was a Johnson runaway. He had no problems taking the win while Canada's Ross Pederson passed Honda-mounted Larry Brooks for second. Another Honda rider, Jeff Hicks, finished fourth.

Semis

Semi number one saw Yamaha's

Jeff Matiasevich came back from a sixth-place start to win the thrilling 125cc main. Dean Matson led most of the race but finished second.

Ron Lechien made it a 1-2 Kawasaki sweep in the main after reeling-in and passing Broc Glover four laps from the finish.

Keith Bowen taking the win after working his way up from a fourth-place start. Yamaha rider Jim Holley finished second after leading the first half of the race. Honda-mounted Rodney Smith took third.

Brian Manley (Honda) and Holland fought tooth 'n' nail in the second semi. Manley led after the first lap with Holland only inches behind. Six laps later, Holland stuffed his way into the lead only to be stuffed back a turn before the finish. Holland lost the front end after the two collided off a double jump leading into a turn and Manley took the win. Holland had enough time to remount and capture second.

Last Chance Qualifier

Honda rider Jo Jo Keller wound up taking the LCQ win after passing Coen and Smith. After charging past Coen early in the race, it took Keller four laps to reel in and slip by Smith to take the final transfer spot of the night.

Main

The start of the 21-rider main initially saw Ward blast into the lead. But during the first lap, Ward dropped back to third behind Johnson and Glover. During that same lap, though, Ward blew by Glover then triple jumped by Johnson for the lead. In fourth after the first lap was Dymond followed by Stanton, Fisher, Warren and Cooper. Meanwhile, Lechien had bailed over the sand pit double jump, breaking off his rear fender, a side panel and bending the bike's silencer.

Once into the lead, Ward began pulling away from Johnson before the Honda rider crashed over the triple jump. Johnson laid on the track for two laps before the race was finally red flagged with Ward leading. "When I first saw the red flag I was kind of upset," Ward said. "Anybody would be. But it was the right thing to do because he was on the track, and it would've been stupid to keep going. I know if I were Rick I would've wanted it that way."

On the restart it was, once again, Ward out in front ahead of Glover, Warren and Leisk. After the first-lap confusion, it was still Ward in the lead while Glover, Leisk, Warren, Cooper, Lechien, Vohland, Brooks, Dymond and Pederson chased.

By the second lap, Ward had gained a five-second lead on Glover, who held a few bike lengths on Leisk. But hot on Leisk's rear fender was the battered Kawasaki of Lechien. Leisk held Lechien off for two laps before the Kawasaki pilot slipped into third. Glover, however, still had a good lead over the Lechien/Leisk tussle.

By this time, the race had settled down with Ward holding on to a commanding lead over Glover, Lechien, Leisk, Dymond, Warren, Cooper and Vohland. As the moto progressed all eyes were focused on Lechien, who was slightly gaining on Glover, while Dymond had taken control of fifth.

"I saw that Ronnie was gaining just a tiny bit," said Glover. "Then I got into some lappers, and he gained about three or four seconds on me."

Because of the slower traffic, Glover couldn't do some of the double and triple jumps he had been doing. "On this track," said Glover, "If you didn't do a couple of the triple jumps and stuff, you really lost a lot of time and he (Lechien) gained right on me."

Four laps from the finish, Lechien made his move after a double jump heading into a right hand turn. "He snuck under me," said Glover. "And did a nice block pass. He was charging hard, but I tried to get him back."

Glover did manage to stay close to Lechien for the remainder of the race but couldn't make a pass. When the checkered flag came out, Ward had a 20-second cushion on Lechien, who finished just ahead of Glover. Dymond landed a comfortable fourth, followed by Leisk, Cooper, Warren, Bowen, Frank and Vohland.

"It was unfortunate what happened to Johnson," said Ward. "So many things are happening these days, and I think the tracks have to be made a little easier than they are. Some of the jumps here were okay, but there were a couple where if you miss, you were just going to get hurt like this one set of triples. That's why I never did 'em. It just wasn't worth risking that *one* time. I cased it in practice one time and bent my bars, so I didn't take any unnecessary chances out there."

125cc Main

After putting on an incredible show in his heat race by nipping Michael Craig on the final lap, Matiasevich managed to top that incredible ride in the 125cc main.

It all began when Honda rider Dean Matson stole the holeshot ahead of Honda-mounted Craig Canoy and Timothy Buchli. Back in sixth was Matiasevich.

As the race progressed, it was Matiasevich making all the moves. The Kawasaki rider was charging through the pack until he had control of second place by the third lap. In third was Canoy, followed by Suzuki's Paul Winn, Buchli, Craig and Ray Sommo.

A few seconds separated Matson from Matiasevich, but that margin quickly dwindled as Matiasevich reeled-in the Honda rider. During the fifth lap, Matiasevich made his move and dove to the inside of Matson and grabbed the lead, making the top five Matiasevich, Matson, Canoy, Winn and Craig.

Matiasevich began pulling away but with four laps to go, his Kawasaki developed a rear flat tire. But he held on with Matson, Canoy, Winn and Craig breathing heavily down his back.

On the final lap, Winn and Canoy bumped each other with Winn going off the track and losing two positions to Craig and Sommo.

When the checkered flag came out, it was Matiasevich barely holding on for the win with Matson, Canoy, Craig, Sommo, Winn and Suzuki's Willie Surratt rounding out the top seven. Surratt had worked his way up from a nearly dead last start. •

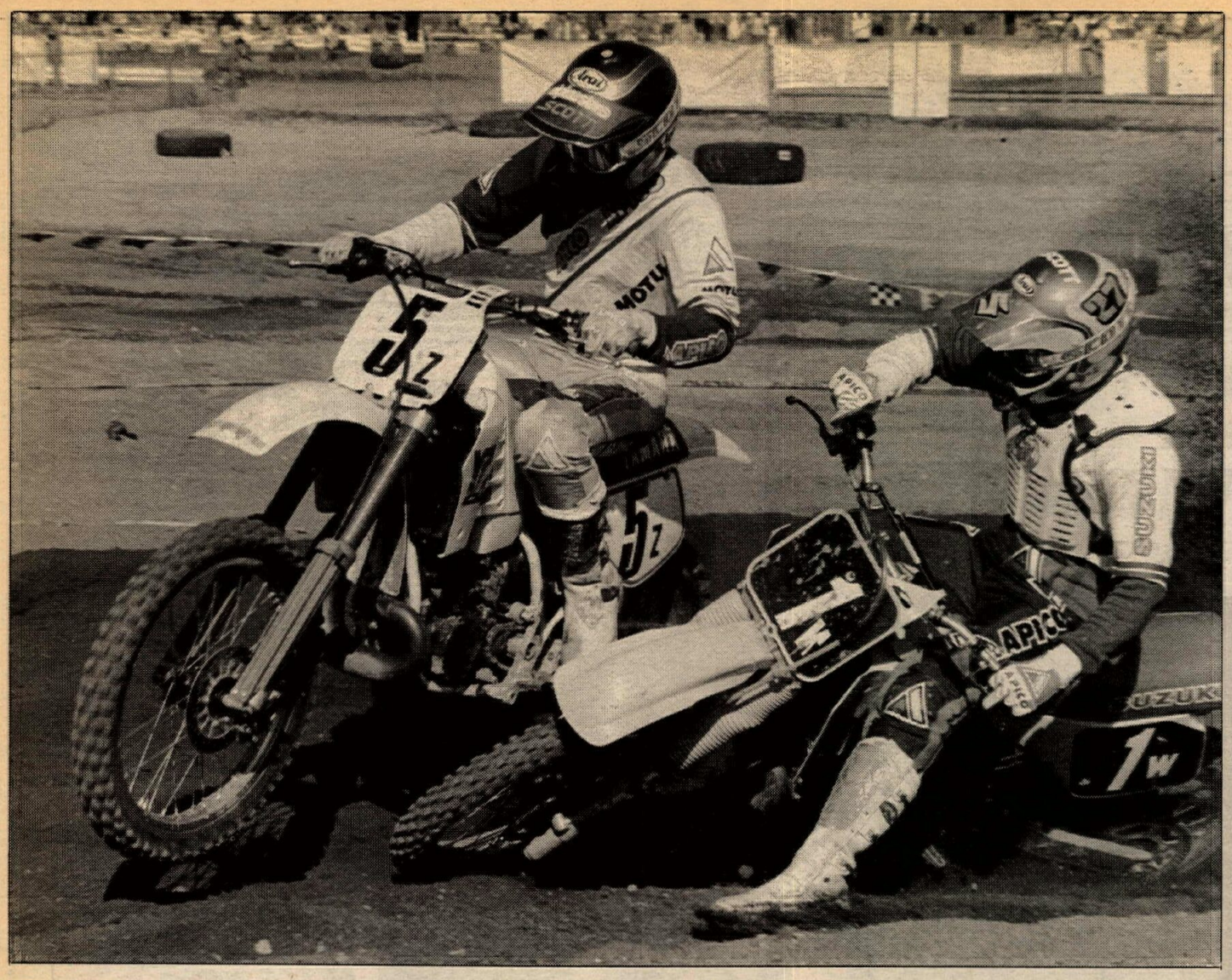
Results

125: 1. Jeff Matiasevich (Kaw); 2. Dean Matson (Hon); 3. Craig Canoy (Kaw); 4. Michael Craig (Yam); 5. Ray Sommo (Hon); 6. Paul Winn (Suz); 7. William Surratt (Suz); 8. Eddie Hicks (Kaw); 9. Robert Naughton (Hon); 10. Ty Davis (Hon); 11. Jon Nelson (Hon); 12. Bryan Bruner (Yam); 13. William Musgrave (Suz); 14. Timothy Buchli (Yam); 15. Lowell Thomson, Jr. (Kaw); 16. Drey Dircks (Hon); 17. Shaun Wooten (Suz); 18. Mike Kiedrowski (Kaw); 19. Kyle Lewis (Hon); 20. Larry Ward (Yam).

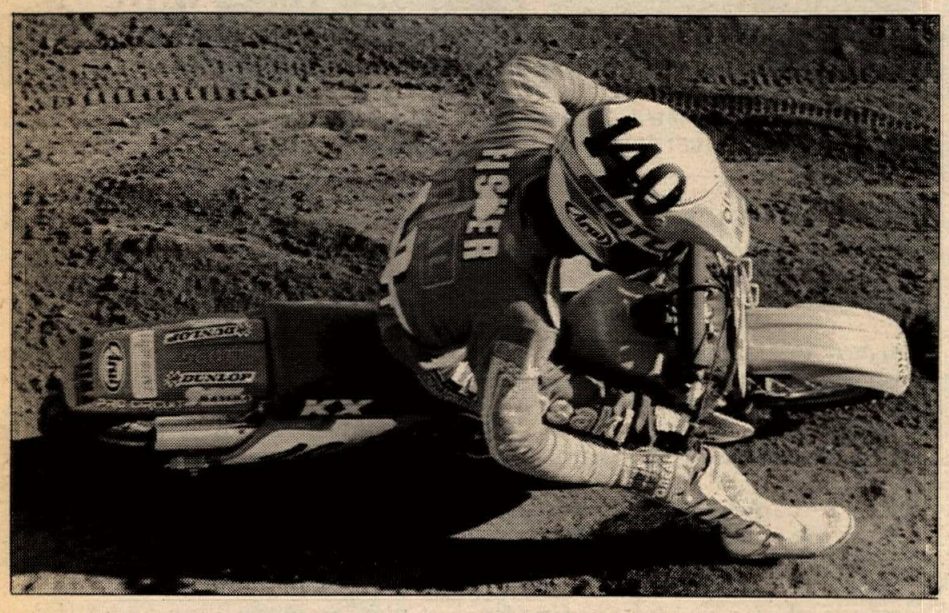
250: 1. Jeff Ward (Kaw); 2. Ron Lechien (Kaw); 3. Broc Glover (Yam); 4. Micky Dymond (Hon); 5. Jeff Leisk (Yam); 6. Guy Cooper (Hon); 7. Eddie Warren (Kaw); 8. Keith Bowen (Yam); 9. Billy Frank (Yam); 10. Tyson Vohland (Kaw); 11. Larry Brooks (Hon); 12. Ross Pederson (Yam); 13. Jim Holley (Yam); 14. Brian Manley (Hon); 15. George Holland (Suz); 16. Rick Ryan (Hon); 17. Jo Jo Keller (Kaw); 18. Jeff Hicks (Hon); 19. Michael Fisher (Kaw); 20. Jeff Stanton (Yam); 21. Rick Johnson (Hon).

125 POINT STANDINGS: 1. Jeff Matiasevich (25); 2. Dean Matson (22); 3. Craig Canoy (20); 4. Michael Craig (18); 5. Ray Sommo (16); 6. Paul Winn (15); 7. William Surratt (14); 8. Eddie Hicks (13); 9. Robert Naughton (12); 10. Ty Davis (11); 11. Jon Nelson (10); 12. Bryan Bruner (9); 13. William Musgrave (8); 14. Timothy Buchli (7); 15. Lowell Thomson, Jr. (6); 16. Drey Dircks (5); 17. Shaun Wooten (4); 18. Mike Kiedrowski (3); 19. Kyle Lewis (2); 20. Larry Ward (1).

250 POINT STANDINGS: 1. Jeff Ward (25); 2. Ron Lechien (22); 3. Broc Glover (20); 4. Micky Dymond (18); 5. Jeff Leisk (16); 6. Guy Cooper (15); 7. Eddie Warren (14); 8. Keith Bowen (13); 9. Billy Frank (12); 10. Tyson Vohland (11); 11. Larry Brooks (10); 12. Ross Pederson (9); 13. Jim Holley (8); 14. Brian Manley (7); 15. George Holland (6); 16. Rick Ryan (5); 17. Jo Jo Keller (4); 18. Jeff Hicks (3); 19. Michael Fisher (2); 20. Jeff Stanton (1).



Suzuki's Willie Surratt stuffs Rob Herring in the first 250cc moto at Glen Helen. Surratt took the overall victory.



Mike Fisher won the 500cc Pro class; Fisher finished second in the first moto then won the second when Tommy Watts fell.

CMC/Dodge Trucks Golden State Nationals: Round 4

Fisher, Surratt, Healey survive at Glen Helen

By Mike Larson
Photos by Ron Gee and Nate Rauba
SAN BERNARDINO, CA, FEB. 1

In a day filled with crashes and DNFs, Mike Fisher rode two smart and consistent motos in the 500cc Pro class, took advantage of the mistakes and misfortunes of Brian Myerscough and Tommy Watts and went home with both the class victory and bigger series points lead.

After several near misses Mike Healey finally gave Cagiva its first major American motocross victory in the 125cc Pro class. Healey charged through the pack in the second moto and snatched the moto victory from Ricky Ryan. Healey scored the overall with a 4-1 score after first moto winner Tyson Vohland got a bad start in moto two and could get no closer to the front than ninth, relegating him to forth overall.

In the 250cc Pro ranks Suzuki's Willie Surratt sliced through the pack in both motos and posted a 1-2 score to beat out Rodney Smith and West German Collin Dugmore for the class victory.

The Vet Pro class was a case of the same story, different day, with Rex Staten dominating both motos for the overall. Gary Semics tried to stay with Staten, but had to settle for second. The Mini Expert class was the property of Jimmy Button who took both moto victories.

This was the first race on a new circuit at the Glen Helen facility, utilizing parts of the off-road track and some newly built sections.

In the first 125cc Pro moto Healey gassed his Cagiva into first place in turn one and immediately jumped out to a small lead ahead of Mike Kiedrowski, Vohland and Team Honda's Micky Dymond. On lap two Healey got out of shape and Kiedrowski took over the lead with Vohland and Dymond in tow. Dymond turned up the pressure on Vohland near the end of lap two and continued to challenge into lap three. Dymond and Vohland battled side-by-side with Dymond finally getting by close to the end of lap three.

Kiedrowski continued to lead as Dymond and Vohland kept up their battle for second. Vohland forced his way by Dymond early on lap four, but Dymond blasted past Vohland again just after the downhill heading into the main part of the course and set out after Kiedrowski.

On lap five Dymond reeled in Kiedrowski. Dymond tried several times to force his way past, but Kiedrowski hung tough and kept Dymond at bay. Dymond was glued to Kiedrowski's rear fender on lap six and both riders raced down the first downhill section of the track side-by-side. Dymond held it on a little longer as they entered a chopped-up turn at the bottom of the hill and stole the lead. Vohland also snuck by Kiedrowski shortly after that.

Dymond tried to pull away from Vohland and really began to push the pace. Dymond almost went down in a sandy turn right after the big table-top jump on lap six, and then on lap seven he got out of shape in the rockers and immediately dropped off the pace and slowed to a crawl. Vohland picked up the lead and Kyle Lewis, Kiedrowski, Healey and Shaun Kalos followed.

Dymond coasted around the track for the rest of the lap, but pulled off and returned to the pits.

Vohland led the top four around for the remainder of the race, but had to fight off repeated challenges from Lewis. Vohland couldn't maintain a steady cushion on Lewis and as the leaders battled on the white flag lap, Lewis was within two bike lengths of the leader. Vohland and Lewis battled side-by-side as they lept off the top of the big downhill. Vohland fought off Lewis all the way to the flag and took the first moto victory by five bike lengths.

Honda team manager Dave Arnold said that Dymond had dropped out of the race because he had aggravated a back injury suffered a couple weeks earlier.

Ryan blasted to the holeshot in the first 250cc Pro moto and wasted no time jetting out to a big lead on lap one. England's Rob Herring held onto second while trying to keep up with Ryan's rapid early pace.

On the second lap Ryan continued to set a blistering pace while Herring maintained a comfortable margin on Surratt, who got a slow start but was charging towards the front. Ryan had stretched his lead to five seconds on lap three, as Herring started to feel pressure from a hard-charging Surratt.

On lap four Ryan had it on cruise control out front, leaving Herring and Surratt to shoot it out for second. Surratt's pressure on Herring paid off on lap five; both riders entered a turn wheel-to-wheel, Surratt took the better line and moved into second place.

Ryan looked to be in complete control out front with a six-second lead on Surratt, but suddenly Ryan slowed dramatically at the end of lap six, pulled off the course on the front straight and DNF.

Surratt assumed the lead and cut himself a path through lapped traffic, going on to take the win with no trouble. Herring held on to second until lap nine when he pulled off the track at the top of the uphill. Dugmore had quietly made his way into the top three and when Herring dropped out he took over second ahead of Rodney Smith in third.

Ryan later said that a broken wheel caused his DNF. "The wheel actually broke on lap two, but I kept going." Ryan said after making the decision to pull off.

Myerscough was looking to extend his win streak in the 500cc Pro division and he led the pack around turn one with Fisher, Staten and Rob Andrews in tow. Myerscough had a small cushion on Fisher at the end of lap one with Staten, Tommy Watts and Willy Simons rounding out the top five.

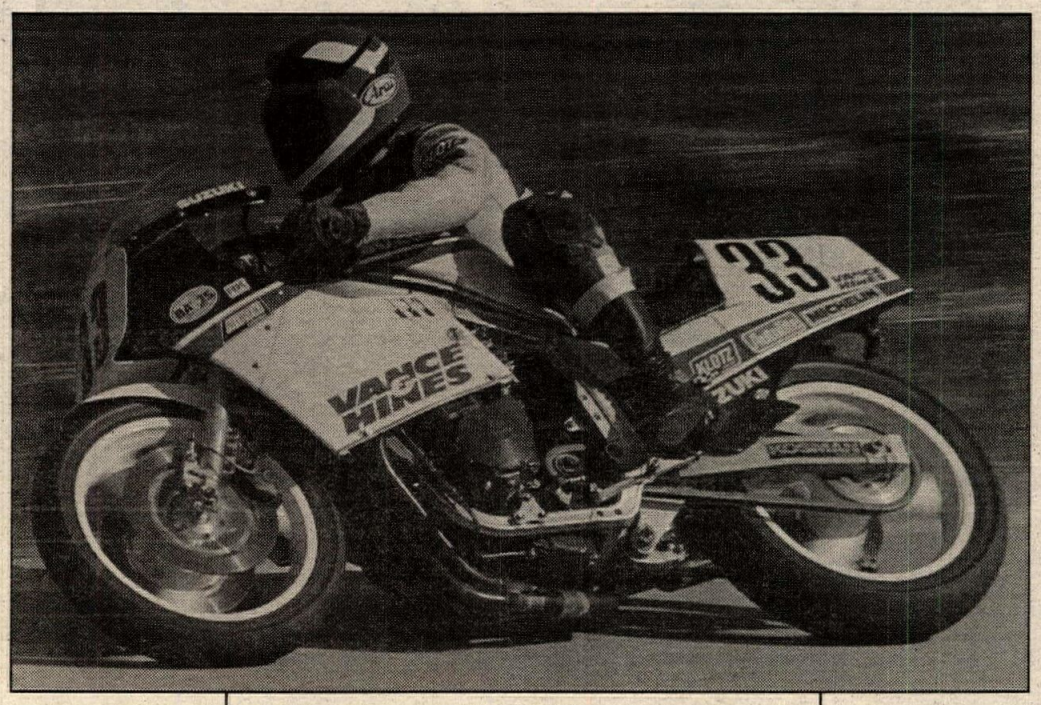
Myerscough maintained a safe cushion on Fisher for the first half of the 12-lap moto. The rest of the top five had Staten still in third, Simons fourth and Andrews fifth; Watts had crashed out at the bottom of the downhill and remounted in sixth.

Lapped traffic allowed Fisher to close in on Myerscough on lap seven, but lap eight saw Fisher get hung up in traffic, allowing Myerscough to

VANCE & HINES
MOTORCYCLE CENTERS

HERALD

GSX-R SERIES RETURNS TO WILLOW SPRINGS



So. California—*GSX-R racing returns to Willow Springs Raceway February 14–15 with increased contingencies, AFM (South) sanctioning, and sponsorship by Vance & Hines Motorcycle Centers. National series finals are Oct. 9–11 at Riverside Raceway.*

This year, total series contingencies for all regions combined will far exceed the $285,000 posted in 1986. Nationally, hundreds of riders are expected to participate and thousands of spectators will attend. According to industry experts, the GSX-R series represents "revitalized racing at the grassroots level." Attendance for 1987 series is predicted to well surpass 1986.

"We're sponsoring this event because we strongly believe that racing enhances the sport," Terry Vance, Vance & Hines Motorcycle Centers president, said. "This is one area that allows privateers the chance to compete against each other equally and responsibly…it all comes down to skill, both riding and mechanical."

VANCE & HINES RAISES THE STAKES

Vance announced a new contingency program for riders in both 750 and 1100 (open) classes: $50 for first and $25 each for second and third. Riders must display Vance & Hines decals on both sides of the fairing and use Vance & Hines advance units, brake lines, batteries, brake pads or clutch kits. Decals will be available at sign-up. (Winners in both classes at the Riverside finals will receive $250, $150 and $100 for the top three slots.)

"By upping the stakes and posting contingency funds at Willow Springs, we're demonstrating our total commitment to riders and their machines," Vance added. "I believe that whether a person races or not, they still want a bike to run the way it was supposed to run."

VANCE & HINES FOR ALL RIDERS

According to Vance, this philosophy is the foundation behind Vance & Hines Motorcycle Centers. With Byron Hines, 5-time Motorcycle Mechanic of the Year, Vance opened the fastest growing chain of motorcycle centers specializing in Honda, Kawasaki, Suzuki and Yamaha repairs and servicing.

"We're a complete service and accessories headquarters," Vance emphasized, "offering a personalized brand of service not found anywhere else. Combined with our mechanical expertise and a wide selection of accessories, we're perfect for cruising, touring and high-performance machines." In fact, Vance & Hines specializes in "same-day service," provided an appointment is made.

Hines added, "I want every bike to run just as the factory intended. Our Total Tune-up is guaranteed and your new bike warranty remains in effect. I believe that every bike is really a performance bike: no matter what size it is or its use, you want it to run its best." In response to his own belief, Hines created the most thorough tune-up package available anywhere.

STAY TUNED WITH VANCE & HINES

Whether riders are getting ready for the GSX-R series or tuning up for spring riding, the Vance & Hines Total Tune-up includes • valve adjustment • cam chain adjustment • check compression • change oil and filter • clean or replace air filter • drain float bowls and flush • clean petcock or fuel filter • change shaft drive oils • install new spark plugs • install new points and condensers • set dwell • set timing • adjust clutch • lube and adjust drive chain • check sprocket condition • lube and adjust all cables • check and adjust brakes • check brake fluid • check coolant level • check battery water • check terminals, bulbs and fuses • grease all fittings • synchronize carburetors • set fuel screws • check tire pressure and condition • check suspension • adjust steering stem bearings • tighten all nuts and bolts • test ride.

"That's our Total Tune-up package," Hines explained, "but I want to really emphasize that any personal need or variation is discussed and attended to."

At Vance & Hines, computerized tire balancing (within 1 gram tolerance) is also available as are the latest in tires and accessories. In short, Vance & Hines is the rider's complete motorcycle center.

"In the race program out at Willow Springs," Vance concluded, "we're running an ad with a 10% discount coupon in it (see program for details). We'd like everyone to take advantage of the offer. So come on out to the track and support the sport. The GSX-R series is an exciting opportunity to do just that."

1987 GSX-R SERIES SCHEDULE

WILLOW SPRINGS RACEWAY
Sanctioned by AMF (South)
Gates open at 8 a.m./Finals on Sunday

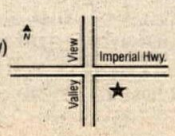
FEBRUARY 14–15
MARCH 14–15
APRIL 18–19
MAY 16–17
JULY 4–5
AUGUST 15–16
SEPTEMBER 19–20

NATIONAL FINALS
OCTOBER 9–11
Riverside Raceway

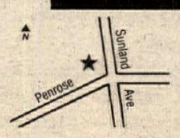
AFM

VANCE & HINES
MOTORCYCLE CENTERS

LA MIRADA
(Imperial at Valley View)
14232 E. Imperial Hwy.
La Mirada, CA 90638
(213) 946-3459



SUN VALLEY
(Sunland at Penrose)
9007 Sunland Ave.
Sun Valley, CA 91352
(818) 768-9026



TORRANCE
(Sepulveda at Crenshaw)
2466 Sepulveda Blvd.
Torrance, CA 90501
(213) 530-0314

ANAHEIM
(I-5 at Harbor exit, north to Vermont)
828 W. Vermont Ave.
Anaheim, CA 92805
(714) 774-1049

LONG BEACH
(Long Beach Blvd. at Del Amo)
5210 Long Beach Blvd.
Long Beach, CA 90805
(213) 423-8878

Rick Ryan (1) and Mike Healey sail off a jump as they battle for the lead in the second moto. Healey passed Ryan and scored the overall win.

Jimmy Button won both motos in the Mini Expert class, but had to battle with Kawasaki rider Chris Neal (57) for the first moto victory.

pull away slightly. Fisher still hung close to Myerscough and on the final two laps he was within a few bike lengths of the leader.

Fisher zeroed in on Myerscough during the final go-around as Myerscough was slowed by lapped riders. As the leaders entered the last two turns of the course Fisher was right behind Myerscough, but a lapper blocked off Fisher's chance to get by on the inside and Myerscough took the win. Fisher took second with Staten third ahead of Simons and Andrews.

In the second 125cc moto Ryan led the pack on lap one, but the race was red flagged with several riders stuck in the starting gate.

Ryan led the restart of the moto ahead of Lewis and Healey. The top three riders were all tightly bunched for the first three laps with Lewis trying to apply pressure to the leader. Ryan was riding on the ragged edge at times to keep Lewis at bay, but only managed to pull out a small advantage by lap six.

While Ryan and Lewis battled out front, Healey tried to keep within striking distance of the lead duo. On lap seven Lewis crashed handing the second place spot to Healey. Ryan maintained a comfortable four-second lead on Healey until lap nine when Healey had closed to within two seconds of Honda-mounted Ryan.

At the start of lap 10 Ryan's cushion was gone and Healey was right on his rear fender. Both riders battled for most of the lap and they crested the uphill side-by-side, but Ryan held his line and maintained the lead. As Ryan blasted down the front straight on lap 11, Healey gassed it and pulled alongside, but was again held off by Ryan. Healey finally made his move just as they entered the back section of the course, forcing his way past Ryan and powering away to an immediate lead.

Healey stretched out a good-sized lead on Ryan on the final lap and took the win and the overall victory. Ryan finished second, but Lewis' 2-4 tally netted him second overall ahead of Ryan.

Smith nailed the holeshot in the second 250cc moto and wasted no time roosting away to a comfortable lead. First moto winner Surratt got stuck in traffic and netted a sixth place start. Smith was making it look easy out front while Dugmore had worked his way up to second. Surratt was flying through the pack, passing both Davis and Herring to take over.

Smith was cruising out front and was able to hold a lead of at least seven seconds for most of the race in taking the win. Surratt made his way past Dugmore on lap five and secured the overall in the process. Smith's second moto win netted him second overall while Dugmore's 2-3 was good enough for third.

The second 500cc moto looked to be another Myerscough/Fisher showdown. Watts had the quick reflexes at the start of the moto and he led the field through turn one. Myerscough pulled a fourth place start but, in the second turn following the tabletop jump, he crashed. By the time Myerscough got his Honda restarted he was dead last.

Watts, who was riding in his fourth moto of the day, led Fisher, Staten and Simons around on lap one. Myerscough, meanwhile, was charging his way through the field and was near midpack. Watts and Fisher were running within a few bike lengths of each other while Staten, also riding in his fourth moto of the day, was a fading third with Simons a closing fourth. Myerscough, who had sliced his way through the pack, was up to fifth after two laps.

Watts was working hard to establish a lead over Fisher and held a five-second lead by lap four. Simons had made his way around Staten, but was well behind the leaders. Myerscough was struggling with a flat front tire and crashed again before eventually pulling out of the race.

Watts and Fisher continued to lead for the remainder of the race, but with each lap Fisher narrowed the gap on Watts. By the ninth lap Fisher was within one second of the leader and started to challenge him for the top spot. Fisher's perseverence paid off as Watts was bucked off his Kawasaki in the rockers on lap nine, giving the lead to Fisher. Fisher had a huge lead on Simons and just cruised through the final lap to take the win and the overall victory. Staten finished third and Watts remounted in fourth.

"I'm real happy," Fisher said. "I'm pretty sore from last night's supercross, but I was hungry for a win and I wanted to put a stop to Myerscough's winning streak.

"In the first moto I was glad that I was behind him (Myerscough). I got a chance to learn his lines. He's such a strong rider. I was 25 points ahead of Myerscough coming into today's race, now I've got a pretty comfortable points lead."

The Vet Pro class was an all Staten show again today as he led both motos wire-to-wire while holding a good-sized lead on Semics in each moto. Semics rode hard in the second moto and kept within striking distance of Staten, but couldn't mount a serious charge.

Button topped both motos of the Mini Expert class, but had to fight for the win in the first moto. Button, Chris Neal and Chad Pederson had a real dogfight for first place honors in the opener with a couple bike lengths separating them for several laps. Pederson bailed off at the bottom of the big downhill on lap seven and dropped back. Button and Neal battled to the checkers, but Button took the win.

In the second moto Button took control and held the lead the entire way to claim the overall win. Suzuki-mounted Jimmy Gaddis claimed second overall with a 3-2 score and Buddy Antunez was third. •

Results

125 PRO: 1. Mike Healey (Cag); 2. Kyle Lewis (Hon); 3. Rick Ryan (Hon); 4. Tyson Vohland (Kaw); 5. Doug Dubach (Cag); 6. Pedra Tragter (Hon); 7. Mike Kiedrowski (Kaw); 8. Shaun Kalos (Yam); 9. Lowell Thompson (Kaw); 10. Chris Young (Yam); 11. Ty Davis (Hon); 12. Jeff Mabery (Yam); 13. Stacey Cook (Hon); 14. Mike Pascarella (Cag); 15. Trevor Yuros (Hon); 16. Brian Enig (Kaw); 17. Danny Almond (Hon); 18. Aron Martin (Kaw); 19. Jeff Black (Hon); 20. Brad Bennett (Suz).

250 PRO: 1. Willie Surratt (Suz); 2. Rodney Smith (Hon); 3. Collin Dugmore (Kaw); 4. Mark Smits (Hon); 5. Ty Davis (Hon); 6. Tommy Watts (Kaw); 7. John Ray (Hon); 8. Dale Britton (Yam); 9. Gary Butcher (Hon); 10. Rob Herring (Yam); 11. Tomoyuki Naganuma (Kaw); 12. Shigeki Hanada (Kaw); 13. Tim Winslow (Yam); 14. Corey Cope (Hon); 15. Tomoyuki Kawasaki (Yam); 16. Joe Merrihew (Hon); 17. Tony Shangio (Kaw); 18. Jack Azevedo (Hon); 19. Rick Ryan (Hon); 20. John Posca (Yam).

500 PRO: 1. Mike Fisher (Kaw); 2. Willy Simons (Hon); 3. Rex Staten (Yam); 4. Tommy Watts (Kaw); 5. Dave Newell (Kaw); 6. Rob Andrews (Hon); 7. Scott Nielsen (Hon); 8. Brian Myerscough (Hon); 9. Greg Torgerson (Kaw); 10. Pete Murray (M—S); 11. Tim Cauby (Yam); 12. Jim Owens (Yam); 13. Tom Bridgeford (Yam); 14. Loren Pochirowski (Hon); 15. Chris Radzinski (Yam); 16. Vincent DeLuca (Hon); 17. Dean Brooks (Hon); 18. Dan Paulson (Kaw); 19. Mark Banks (Hon); 20. Kip Sandell (Yam).

VET PRO: 1. Rex Staten (Yam); 2. Gary Semics (Hon); 3. Steve Rawson (Yam); 4. Mark Brooks (Hon); 5. Alan Olson (Suz); 6. Mark Mangold (Hon); 7. John Bumgarner (Hon); 8. Jeff Harriott (Kaw); 9. Reed Mayne (Hon); 10. Lonnie Roberts (Hon).

MINI EX: 1. Jimmy Button (Hon); 2. Jimmy Gaddis (Suz); 3. Buddy Antunez (Suz); 4. John Kitsch (Kaw); 5. Phil Lawrence (Yam); 6. Jeff Emig (Kaw); 7. Chris Neal (Kaw); 8. Butch Smith (Suz); 9. Chad Pederson (Yam); 10. Steven Kotajarvi (Kaw).

FEEL THE THRUST

of the COORS SUPERCROSS when it blasts into San Diego February 14! The same great AMA-sanctioned Supercross show that you saw at Anaheim, round three of the 1987 INSPORT Tour, plays on Saturday night, 8 p.m., at Jack Murphy Stadium!

This once-a-year happening is probably the only time to see professional motorcycle racing in the San Diego area this year due to the relocation of the Carlsbad U.S.G.P.; and, San Diego could be the last southern California-area Supercross this year since a race date at the L.A. Coliseum cannot be confirmed due to plans for suite construction. Don't miss this one, you might have to wait until '88 to see Supercross again! Make plans to go now, buy your tickets early to the Feb. 14 COORS SUPERCROSS.

BRAND NEW TOUGH TRACK

You've probably heard this often about track designs, but this time it's really true. The 1987 San Diego track *is* new and tough. Here's why:

In the past, SXI has always had to build the San Diego Supercross track within certain restrictions; like having to go around the baseball diamond, or away from the sprinkler heads. But this year for the first time, there are *no* restrictions because they are going to completely resod the field after the race. The entire playing field can be used for the Supercross track!

With this good news, SXI immediately scrapped the initial track design, and new diagrams were put on the drawing board. At the same time, Gary Cox, who created the winning "Cox's Ghastly Gorge" for Superbowl '86, joined the company as a track consultant. A Civil Engineer by profession, Cox put his expertise to work on both the Anaheim and the San Diego tracks. Keeping the revised footprint Cox redesigned the entire San Diego track; repositioning the straights, jumps, whoops and corners into a progressive system of obstacles.

Now, after three design changes, this track is still undergoing last-minute revisions. Following the Anaheim race, Gary Cox and the track crews have been busy evaluating the technical results on video tape, studying the impact of the new "Equalizers" in the corners, and analyzing the angles of the jumps; to bring the success of Anaheim to San Diego. Only the best, hottest and toughest obstacles will be built in San Diego! Among these will be two sets of monster triple jumps, the famed "Schwarzott's Slammer," "Ghastly Gorge," "Suzuki Sidewinder," "Broc's Bad News" plus the awesome new "T-Bone," another Gary Cox thriller!

No doubt about it, the San Diego track could steal the rave reviews away from Anaheim . . . . with the most exciting and competitive racing ever seen in the history of Supercross!

SEE ALL THE STARS PLUS HOMETOWN FAVORITES

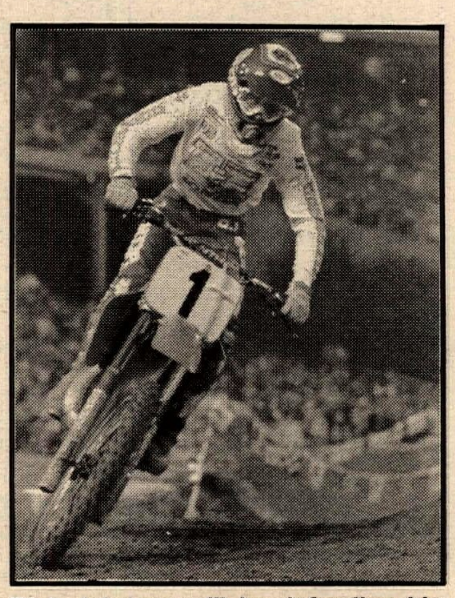
All the 125cc West Coast aces plus the top 250cc factory stars and privateers will be at the COORS SUPERCROSS. Team Suzuki's Johnny O'Mara, Erik Kehoe, and George Holland; Team Honda's Rick Johnson and Micky Dymond; Team Kawasaki's Jeff Ward, Ron Lechien, and Eddie Warren; Team Yamaha's Broc Glover, Keith Bowen, and Jeff Leisk, and more will compete on the new tough track.

San Diego fans will thrill to the sizzling competition of their hometown favorites of Team El Cajon! A hot foursome of local heros, these riders all hail from the same neighborhood and are ready to take on the outside competition. Piloted by Team Honda's Supercross and 250cc National Champion, Rick Johnson, Team El Cajon also includes Scott Burnworth, Team Yamaha's Broc Glover; and Team Kawasaki's Ron "The Machine" Lechien.

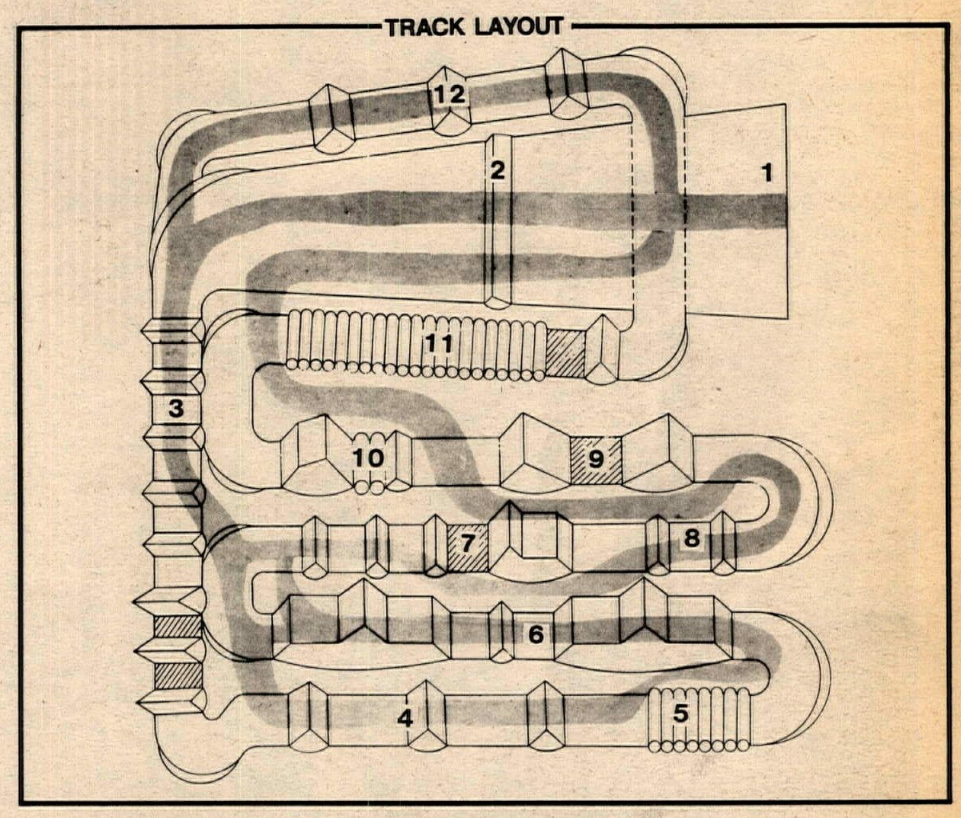
In the traditional spirit of San Diego, four of the past six Supercross events have been won by local riders: Glover took back-to-back honors in 1981 and '82; Lechien took the win in '83; and "Style King" Rick Johnson stole the show last year! "I wanted to win that race for four years," said Johnson, "it was about time . . . ." And now that he has won, can he settle for less?

COORS CUP COMPETITION

Riders will earn extra money this season in the "$20,000 Coors Cup Competition!" Beginning with the Anaheim race, the first four Qualifying Heats will be timed; and Coors Cash will be awarded to the one rider who has the fastest of the four Qualifying Heat times. For one-day Supercross events, $1000 will be awarded to the winner; for doubleheader events, $500 will be awarded each day. In addition, the fastest qualifier, plus the second, third, and fourth runners-up at each event earn four, three, two, and one point(s) respectively. At the close of the season, the points will be totaled and the winning riders will receive Coors bonus bucks! A grand total of $20,000 will be paid out to the riders this year in the "Coors Cup Competition!" Many thanks to the folks at Coors!



Rick Johnson will be defending his Supercross Title at San Diego's Jack Murphy Stadium February 14.



COORS SUPERCROSS

SAN DIEGO JACK MURPHY STADIUM — FEBRUARY 14, 1987

TRACK OBSTACLES:

1. 2ND SEAT START LINE
2. KINGS INN START BREAKER
3. SUZUKI SIDE-WINDER
4. BAILEY'S TRIPLE TROUBLE
5. KGB ROCKERS
6. COORS T-BONE TWINS (and the Finish Line too)
7. BROC'S BAD NEWS
8. DIRT BIKE DOUBLES
9. EBC BRAKES GHASTLY GORGE
10. SCHWARZOTT'S SLAMMER
11. XETV WHOOP DE DOOS
12. DOMINO'S PIZZA TRIPLES

FREE MOTOFAIR AND SUPERCROSS SPECIALS

Come early on Saturday from 3 p.m. 'til 7:30 p.m. to enjoy the *free* Motofair at the stadium. Join the KGB Radio jocks with special giveaways and prizes. Get your picture taken with the new Polaroid Spectra camera — pose with DJ's Sue Delaney and Mike Burger; plus "Miss Coors" and "Miss Suzuki." See the new Suzuki bike model S and "Quadzillas" on display!

Meet Rex Motocross Rabbit; and see Gail Webb "Motocross Mom" and her hip BMX and skateboard trick show. Catch the Second Seat display, and watch Motovideos. Be sure and sign-up for the COORS SUPERCROSS SWEEPSTAKES too, you could win a new Suzuki LT230EH Quadrunner, a seven-day trip for two to Hawaii, a Polaroid Spectra Camera, or subscriptions to *Dirt Bike* and *Motocross Action* magazines!

The Kings Inn, located on Hotel Circle, is official Supercross race headquarters. Special room rates are available, just mention the Supercross when you make your reservations, call 619/ 297-2231 or 800/542-6082. There is plenty of parking at the Kings Inn too, for RVs and motorcycles!

Domino's Pizza Pit Viewing Passes will be on sale for $4 on race day, but you can get a *free* Pit Viewing Pass when you order a Domino's Pizza! Beginning February 1, one free Pit Pass will be given away with every Domino's Pizza, have it delivered and your pass will be taped to the box!

Tune-in to XETV on Saturday, February 7 at 12 noon to watch the "Nippondenso Supercross Classic," the Anaheim '86 Supercross that was rated the best, most exciting motor race seen on the West Coast in 15 years!

During Intermission on race night, fans will see the wild and woolly speedsters of the Suzuki National QuadRacer Championship. Round two in the 1987 competition features not only the 250cc class, but also a brand new "Quadzilla" 500cc invitational challenge!

TICKET INFORMATION

Get set for this one-night-only racing spectacular in San Diego Jack Murphy Stadium, produced by Supercross originator, Mike Goodwin. Tickets for the February 14 COORS SUPERCROSS are priced at $8, $10, $15, and $18; children 10 and under, half-price. Tickets are available at Ticketron locations including Sears, Perkin's Bookworm, Time Out Family Amusement Center, Tower Records, 32nd St. Naval Station, participating Suzuki dealers, and through the Ticketron charge lines: 714/634-1300, 213/410-1062, or 619/ 268-9686.

This event comes with a money-back guarantee! If you aren't completely satisfied with the show after the first moto, just take your ticket stub to the Box Office for a full refund of admission price.

SHOWTIME

The *free* Motofair is open from 3 p.m. 'til 7:30 p.m.; regular gates open at 6 p.m.; and racing starts at 8 p.m.!

Motorcyclists in California will no longer have the option of riding without helmets if AB36 clears the state legislature.

Helmet bill conjures up old arguments

By Farren Williams
LONG BEACH, CA, JAN 30

Pro-choice motorcyclists in California are gearing up for another battle with mandatory helmet law proponents. Assemblyman Richard Floyd (D-Gardena), recently introduced a bill in the state legislature which would require all riders and passengers to wear helmets while riding on public highways.

The bill is similar to several past measures that were shot down in flames in California's legislature. It inspires memories of the freedom-of-choice/mandatory-helmet-law debates which raged in the state capital during the early 1970s, when throngs of riders converged on Sacramento to gun their engines in protest.

But the latest measure could be more difficult to defeat. Pro-choice opposition is nowhere near as solid as it was in the 1970s, and one-time helmet-law foes, such as the Motorcycle Industry Council and the California Motorcycle Dealers Association, have endorsed the bill.

And the proposed law reportedly has more support than ever among the state's legislators. Proponents are touting health-care studies which show that taxpayers are picking up most health-care costs for injured riders. Supporters also are pointing to the success of the state's year-old seat-belt law which requires all drivers and passengers to buckle up.

The mandatory helmet law controversy began in 1966, when congress approved the National Highway Safety Act. The law created 18 Highway Safety Standards, including a Motorcycle Safety Standard.

The motorcycle standard mandated several technical/engineering requirements for street bikes, including things like buddy pegs for passengers, mirrors, and standardized lighting configurations. It also required all states to pass mandatory helmet laws.

Those often unwanted, yet federally-imposed, helmet laws required all motorcyclists, regardless of personal inclination, to wear a safety helmet while operating a motorcycle on public streets and highways.

State governments were reluctant to oppose the federal mandate because the Highway Safety Act gave the National Highway Traffic Safety Administration (NHTSA) authority to withhold 10% of all federal highway construction funds from any state that refused to pass mandatory helmet legislation. While proponents of free choice screamed, "blackmail," 47 of 50 states, (48 if you include the District of Columbia), yielded to federal authority and approved helmet legislation. The holdouts were California, Illinois and Utah.

In 1975, the American Motorcyclist Association and several small states-rights groups won a victory for individual rights when the Cranston/Helms Amendment removed the federal blackmail power from the Highway Safety Act. Since that time, 28 states have repealed federally mandated helmet laws, and only one state — Louisiana — has reinstituted helmet legislation similar to the original federal mandate.

Floyd's latest bill, similar to a doomed measure he introduced in 1980, has been compared to the state's mandatory seat belt law. After repeated attempts, the seat belt measure was finally passed in 1985 and went into effect January 1, 1986. It has significantly reduced traffic-related injuries and fatalities, according to the California Highway Patrol. Proponents feel AB36 — riding on the coattails of successful seat belt legislation — will be law by June, although Governor George Deukmejian has not indicated whether he will sign or veto the measure.

Opponents of the bill are fearful that approval of a mandatory helmet law in California will mean the introduction of similar measures in other states. The old cliche keeps echoing in their collective consciousness: "As goes California, so goes the nation."

Floyd was convinced that he should introduce the bill a second time after being confronted by the mother of a teenager who died from head injuries suffered in a motorcycle accident.

"(Last year), a lady walked into my office from the Rio Linda area, outside Sacramento," said Floyd. "She was a lady with a crusade.

"Three weeks before I met her, she had an 18-year-old son who had an accident. He died two days later, without a mark on his body, except a head injury. I listened to the lady and told her that I was not interested in throwing something as controversial as a helmet law on the books, unless I had some real support.

"The lady organized a non-profit corporation, 'Californians for Safe Motorcycling,' and went about getting support from people like herself, wives and mothers of people who have suffered severe head injuries, or death. She also raised support from just about every trauma center in the state of California. They have convinced me that it is probably time for a mandatory helmet law."

Floyd agreed to sponsor the legislation when he learned that motorcyclists, only five percent of California's licensed drivers, represent 16% of all traffic deaths. More than 800 motorcyclists were killed on the state's highways in 1986, according to Bob Terry, Floyd's traffic safety consultant, and the NHTSA reports that 4570 riders died nationwide in 1985.

The assemblyman also was swayed by the argument that head injuries to motorcyclists cost taxpayers millions of dollars each year.

"In the past we have been told that (helmet legislation) is a terrific infringment on our rights, and that we can go out and damage ourselves in any way we want," he said. "Actually, it's been a major cost to taxpayers, a major drain on medical services.

"I don't have the figures with me, but it's tremendous," said Floyd. "It costs $17,000 before you get out of the emergency room, and you're talking about a quarter-million dollars for one head injury."

A 1985 study done at the University of California, Davis Medical Center showed that motorcyclists averaged medical expenses of $17,704 each, but paid, on average, only $122. The remainder was picked up by private insurance companies and MediCal.

Seventy percent of those costs were paid by taxpayers, according to Terry, who claimed that the enactment of a helmet law in California would reduce public expenditures by 40%.

But those costs are insignificant when viewed in the overall health care picture, according to Robert Rasor, vice president of Government Relations for the AMA.

"Motorcyclists are not the only ones who rely on the public trough for health care," Rasor said. "There are numerous other examples in society where state or federal dollars are paid out. About $400 billion is paid out annually on teenage pregnancy. Does that mean that the government should supply condoms to teenage boys?

"It's important to note what percentage of health care costs motorcycle accidents represent. Granted, (government funds spent on injured motorcyclists) is a lot of money, but its a small representation of actual health care costs in the U.S.

"A helmet itself does absolutely nothing to deter an accident," said Rasor. "The motorcycle rider is the only person likely to be affected by his decision. He should be able to decide for himself whether or not he wants to assume that risk."

Doesn't Assemblyman Floyd resent being told by government that there is one more thing he *has* to do?

"No sir," he said. "Somebody's been telling me one more thing since I was in reform school, the U.S. Army, in the legislature and in everything I've done since. Somebody is always going to tell you one more thing, that's a nation of laws, that's a civilization.

"If you want to get out with the club and the rock, and nobody's going to tell you anything, and you can handle it, fine," Floyd said. "But somebody's always telling all of us to how to handle it, and if you don't think so just make out your tax forms. By God, they tell you what to do and you adhere to it. If you don't, you are not a civilized people. They tell you what to do for your own good plus for the good of society.

"I do not like to strap on the seat belt," Floyd said. "I have some pretty good scars on my leg from fire. It scares the hell out of me to think about that seat belt. I have burned. It doesn't mean that I'm not going to burn again. But I put on the belt anyway, and so does everybody in my car. It's the law."

Rasor dislikes any comparison of California's proposed helmet law with the state's apparently successful seat belt legislation.

"The passage of the seat belt law reflects a mentality in this country," Rasor said. "It started with the child safety law, and is reflected, somewhat, by the national speed limit and the 21-year-old drinking law. The seat-belt law is an extension of that, and the logical progression leads to a mandatory helmet law. We're a logical target for that mentality and the intrusion of that philosophy."

The California helmet bill will go to the Assembly Transportation Committee sometime in late February or early March, according to Terry. Confident of success, Terry expects Deukmejian to sign the measure into law sometime in June. If approved, the bill would become law on January 1, 1988.

Win or lose, Floyd claims this is his final shot at sponsoring mandatory helmet legislation in California, but he warns that the issue will not go away.

"I'm not a zealot on the measure,"

SUZUKI

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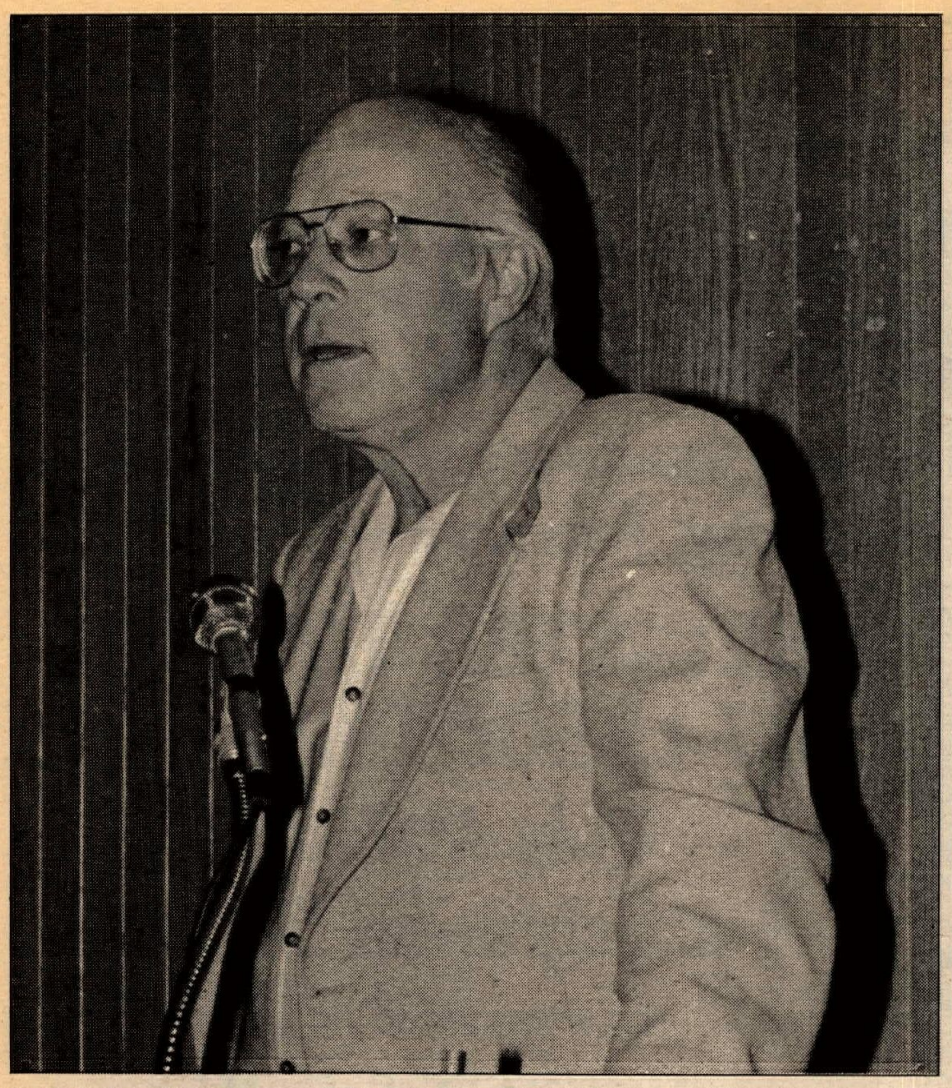


California Assemblyman Richard Floyd.

he said. "If the bill does not make it in California, I won't carry it again — but somebody else will. It's going to go on and on and on, as seat belt legislation did. Those of you who oppose the measure, you almost have a career. Sooner or later you're going to wear the hat. Maybe not this year, but I can guarantee you that the hat's going to be there." ●

Helmet bill gets mixed reviews

Backers of a mandatory helmet bill in California have managed to do something they could never do in the past — obtain support from at least part of the motorcycle industry.

Although the AMA and the Modified Motorcycle Association are opposed to the measure, the Motorcycle Industry Council (MIC) and the California Motorcycle Dealers Association (CMDA) support the bill.

"The association is going to support the legislation, but individual members are not bound by that," said Hy Weitzman, executive director of the CMDA. "After listening to the arguments, pro and con, the board decided it's a issue whose time has come. There were no compelling arguments against it, outside of the argument of individual freedom."

"Many people on the board were against it and many were for it," Weitzman said. "There were more for it than against it. We took a straw vote from members all over California. We heard pro and con, but there was more pro than con."

The MIC supports the bill because the number of highway deaths and injuries have not decreased for motorcyclists while they have decreased for other types of vehicles, according to President Alan Isley.

"The Motorcycle Industry Council last August adopted a general position that does endorse the concept of state-mandated helmet use," Isley said. "Something is necessary to bring motorcycle deaths and injuries down, and we want to make certain legislators have an opinion from business as well as a public opinion."

Of the major motorcycle manufacturers — all of whom believe it is always in a rider's best interest to wear a helmet — Harley-Davidson opposes the bill and most of the Japanese big four are sitting on the fence.

Honda, "has no corporate position, although we encourage the use of helmets." Kawasaki, "doesn't have an official corporate policy." And Yamaha's position is, "no position."

Officials at both Suzuki and BMW said they are not actively supporting the concept of a mandatory helmet law, but they do support the position of the MIC.

Major Helmet manufacturers are split on the issue.

Roger Weston of Arai Helmets said, "personally, I don't like to see government intrusion of personal rights, but there's no doubt in my mind that wearing helmets will save lives."

Larry Hoppe, North American sales and marketing representative for Marushin Helmets, said, "we do not actively promote the idea of a mandatory helmet law. We're constitutionally opposed, but logically wearing helmets makes good sense."

Bell Helmets and Lazer Helmets both support the bill.

"It's contradictory to be in the helmet business and not support the mandatory use of helmets," said Don L'Heureux, Bell's director of corporate affairs.

"Since people can't realize themselves that they should wear a helmet when they ride a motorcycle, the law would help create a good habit," said Lazer's Ray Linder. "After a while people will get used to it and won't even realize it's mandatory."

Shoei took no position on the bill.●

AMA advocates freedom of choice

By Robert Rasor
AMA Vice President, Government Relations

The AMA has a long history of supporting the right of individuals to choose whether or not to wear a safety helmet. Our position has been relatively unchanged since the 1966 inception of mandatory helmet laws. As a matter of personal choice, motorcyclists should be allowed to make their own decision regarding the use of safety helmets. Having taken that position, the AMA has spent a great deal of money, staff time and energy encouraging riders to voluntarily choose helmets as an important part of their safety program.

Is this a contradiction? We don't think so. Helmets, after all, don't do anything to prevent an accident, they only come into play after the accident has occurred. If an individual chooses not to wear one it is likely that he will be the only one to bear the consequences of his decision.

It has been said previously that there are "lies, damned lies, and statistics," and unfortunately the numbers game is playing an increasingly larger role in the final outcome of the helmet law issue. Nowhere is this more true than in California where Assemblyman Richard Floyd (D-Gardena) has undertaken the passage of a mandatory helmet law with the fervor of a religious fanatic. Floyd has taken up the cause as an apparent demonstration of his personal strength as a legislator, essentially bragging about his ability to pass the law.

Principal among his weapons are reams of statistics enumerating the cost to society of health care for motorcyclists injured in accidents in that state. These arguments are backed up by testimonials of mothers whose sons have been injured or killed on motorcycles, and fortified by a year's worth of massaging by his aide, Bob Terry, a former highway safety consultant.

Make no mistake about it, Dick Floyd is a formidable opponent with an excellent chance of "having his way" with California riders if they are individually complacent on this issue. He is a skilled legislator with lots of clout and he is taking this issue as a personal challenge. But, by placing his arguments in perspective, there are responses.

At the present time there are six states with absolutely no helmet requirements, 20 states that require helmets only for riders under 18, and five states with some form of modified adult helmet law. That makes a total of 31 "freedom of choice" or adult helmet law states. There are 19 states, plus the District of Columbia, that require helmets for all riders.

According to the Motorcycle Industry Council's Motorcycle Statistical Annual, helmet law states have a higher fatality rate per hundred accidents that non-helmet law states. The 19 states with helmet laws for adults average 2.95 deaths per hundred accidents; the six states with no such laws have a rate of 2.51. Death rates by vehicle population are lower in states without helmet laws as well: 7.35 per 10,000 registrations, as opposed to 9.75 for helmet states.

Advocating a position that would permit mature adults to make their own decisions about helmet use is not always easy. The possibility that a helmetless rider may become a ward of the state, and therefore a "social burden," is always present. However, when compared to the total social health care picture, the burden is insignificant. And when considered in contrast to other social costs the argument just won't hold up.

According to the National Highway Safety Administration, Americans spent $3.3 billion on all motorcycle vehicle accident-related medical expenses. This compares with $387 billion for total U.S. health care costs (Statistical Abstract of the U.S.), indicating motor vehicle accidents account for approximately one percent of our nation's annual health care costs.

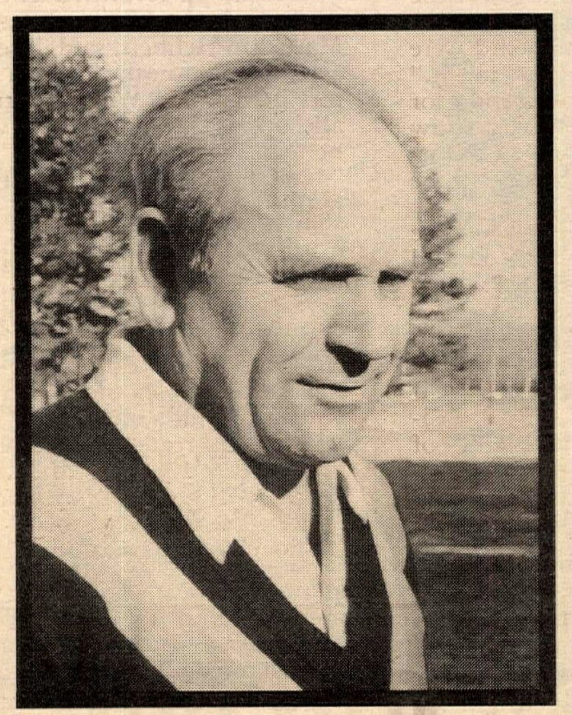
There are approximately 10 million motorcyclists who constitute roughly six percent of a total driving population of 160 million licensed drivers. If it is assumed that motorcyclists account for as much as 10 percent of all accident-related medical expenses (which could be argued as excessive), then all motorcycle accidents represent only 1/10 of one percent of all medical expenses in a given year. This could be further subdivided by determining what percentage of those expenses were incurred by helmeted vs. non-helmeted riders.

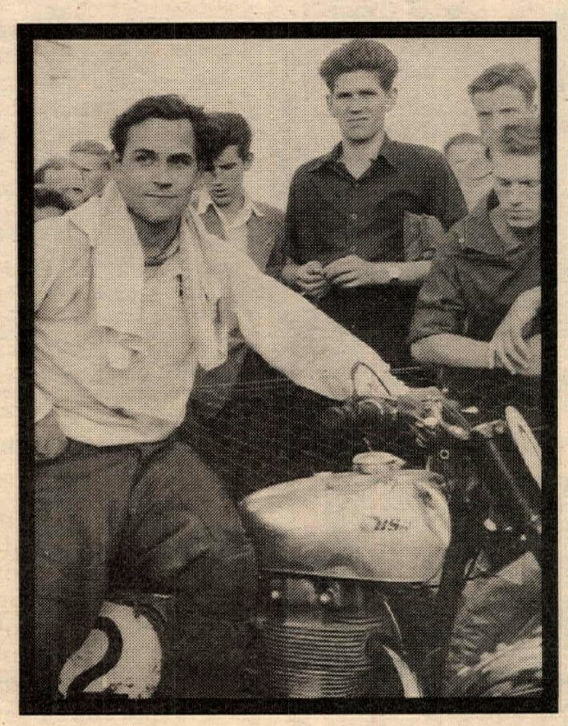
Realistically, we all know that motorcyclists are not the only class that might create a social burden as a result of individual decisions. We are a society of risk takers and even by avoiding the "extremes," bicyclists, skate boards, roller skates and rock climbers could be placed in a similar category. Despite these "burdens" we don't see obvious legislative action designed to limit society's exposure to these costs. If the object is really to reduce the costs to society, then we should likewise be legislating against unwanted teenage pregnancies, welfare mothers, as well as education and health care for illegal aliens.

The value of a helmet is not diminished by the presence or absence of a mandatory helmet law; however, American society long ago learned prohibition would not limit the sins of "demon rum." We believe that the same principles applies to mandating personal safety, whether it's for motorcycling, hang gliding or some other risk-related activity. We must rely on individuals and society to provide the education and the experience to aid us in making the decision that is right for us. Ultimately, society cannot make the decision; we must be free to make it ourselves. ●

"I like *DIRT RIDER's* serious, scientific approach to evaluating motorcycles."

—Jeff Smith





Name: Jeff Smith

Occupation: Product Manager, Can-Am U.S.A.

Job description: "My job is to coordinate the design and production of Can-Am motorcycles and to provide information about the bikes to consumers, dealers, and our sales staff."

Riding history: "My father was a trials rider in England, and because he loved to ride motorcycles, he thought his son should do the same. I started riding when I was about nine. Later, I served a five-year general apprenticeship with the BSA Co. in England. I was offered a job with Bombardier (Can-Am's parent company) when they began their motorcycle project and have been with them for 15 years. A high point in my career came in 1970, when I was awarded an M.B.E. (Member of the Order of the British Empire) by the Queen for services to motorcycles.

Track record: "I have ridden the ISDE 12 times. Beginning in 1951 at sixteen years of age with a gold medal, and finishing 35 years, 8 golds, and 3 bronzes later in Italy in 1986. Other wins include: British Trials Championship 1953 and '54, Scottish Six Days Trial in 1955, nine times British Motocross champion and World 500 Motocross champion in 1964 and '65. But most satisfying of all is to have won the U.S. Super Senior Hare Scrambles Title for the past four years. It's great to still be getting fun out of motorcycles!"

Bikes currently owned: "In alphabetical order, to show no favoritism, because they all are marvelous; three BSA's, six Can-Am's, three Douglas dirt trackers, a Guzzi Falconi, and two Hondas."

Magazine: "I like *DIRT RIDER's* serious, scientific approach to evaluating motorcycles. With the other magazines, I look at the pictures, which is what you normally do with a comic book. But I really *read DIRT RIDER* because there's real meat to it and a great deal of thought goes into the articles. A lot of us are looking for something sensible in a magazine and *DIRT RIDER's* it."

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Bob Hannah won the 250cc Pro class at Gatorback and with the win took the 250cc Winter AM championship.

Guy Cooper survived in the Florida mud to take the 125cc title.

Jo Jo Keller (left), Bob Hannah (center) and Guy Cooper (right) celebrate their titles in the 17th Annual Florida Winter AM Series.

17th Annual Florida Winter AM MX Series: Round 5

Keller, Hannah, Cooper wrap titles at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 24-25

JoJo Keller, Bob Hannah and Guy Cooper wrapped up series titles at the final round of the MX series at Gatorback Park. The Yamaha-sponsored, WorldSport-promoted event ended in a wild and desperate climax, with riders struggling against a muddy, rutted track that was more like an enduro than a motocross.

Keller, who swept the 500cc class and finished second in 250cc action said, "I do pretty well in the mud, but the price that must be paid is too high. I ruined two Kawasakis here today and I'll have to get a new 250 ready before the Anaheim Supercross." Keller picked up $800 from the Kawasaki Pro contingency program for his day's efforts.

Team Suzuki's Bob Hannah had not won a Winter AM title in 10 years. The Hurricane last won here in 1977 and since then has either left the series due to other commitments or been injured. The 250cc champion commented at the awards program, "I was really glad to be down here for the whole series this year. I just wish Ronnie Tichenor could be up here with me for Suzuki. He rode well in the 125cc division, but Cooper is a good guy too."

Tichenor's comfortable 125cc point lead evaporated on slimy "Heartbreak Hill" with a DNF in the second go, as the 90 foot climb out from the Gatorpit was strewn with defeated riders and motorcycles. The Honda-mounted duo of Cooper and Fred Andrews passed Tichenor's blown Suzuki, earning them the top two series positions. Cooper, who won the series in an equally dramatic finish last year, elaborated, "I stuck my head in a mud pond on the first lap and thought the championship was gone, but I just kept riding and my momentum on the hill is what won for me."

Promoter Bill West praised the industry support for the series at the awards program. West said, "This is the first year that Suzuki, Kawasaki, Honda and Yamaha have all offered contingency programs for the pros and amateurs." Hannah, acting as "trophy queen," passed out trophies and merchandise from Scott USA, Dunlop, Answer, Wiseco, Gear, Racewear, Acerbis and Hannah Racing.

In the first 500cc start, Kirk McMillan out-splashed Keller and Dennis Hawthorne, heading the field for two laps before Keller secured his win. Kawasaki/Cycle Sport Center/AXO-sponsored Keller said, "McMillan and Hawthorne are known for getting good starts. I tried to be patient, take my time and pick a safe spot to pass them." Jim Kapitan and David McLean bumped McMillen for the third and fourth spot finishes. Kapitan elaborated later, "You have to really prepare yourself and your bike for water like this. I rigged a gutter over my roll-offs, waterproofed and rejetted my Honda."

Before moto two, McLean, who was only four points down to Keller at the day's start, pointed to the rutted course and said, "The first moto was wet and wild, but this is going to be ridiculous." Hawthorne added, "They call 'em off in Texas when it's like this." Keller roosted the pack, the pressure now off, and rode easily to a second moto and class victory. "Kawasaki has been a big help to me," explained Keller. "I couldn't have done it without my mechanic Graham Barber and the help from Jeff Chambers on the Team Green truck."

Trampass Parker, Joe Waddington and Keller spearheaded the first 250cc moto, with Hannah, Bowen and Jeff Stanton muddin' it in the back of the pack. The order changed to Waddington, Kurt McMillen, Mike Roth and Keller at the end of lap one, with Roth explaining later, "I love this slime. I just hope my bike does too." Keller moved into the lead on lap five to wrap the moto win but questioned the message on his pit board. "No way could I be first," commented a confused Keller, "I tried to ask the flagmen as I came by."

Hannah explained his strategy after the race saying, "Look at my front plate. It's still clean, isn't it? I never raced with anyone. I just waited for them to fall or get stuck and then I'd pass 'em." Hannah moved all the way up to third behind Keller and Roth by the finish flag. Bowen, who did not finish, explained his demise, "My clutch fried and I tweaked my knee." Stanton also dropped out with unknown problems on lap three.

Moto two was a Hannah benefit all the way, as his Randy Bruining-prepped Suzuki dazzled Keller and Ross Pederson right from the start gate, leading every lap for the overall day's win. Pederson followed Hannah for the runner-up spot. He said, "I made the mistake of being in the same rut behind Bob in the first moto. He slowed for a moment and I ended up stuck." Keller lost his second overall on the third lap when he picked a bad line. "I was mired in really well and a spectator ran out to help," Keller explained. "I told him to get the hell away so I wouldn't be disqualified. I guess he didn't know the rules." Waddington ended his day on the hill but salvaged third for the series. "I got stuck on the hill and

Jo Jo Keller dominated the 500cc Pro class and finished second behind Hannah in the 250cc class.

the bike felt like it weighed 500 pounds," said Waddington. "Come to think of it, it probably did."

In the first 125cc moto, Cooper beat Tichenor, Carlo Coen and Todd Dehoop in the first turn mud drags and rode flawlessly to the win. Tichenor picked off Coen and rode conservatively for a second-place finish. Series contender Andrews said, "I got stuck behind Kenny Bollmeier and couldn't get up that hill." Tichenor commented, "I was sliding all over the seat. In the next moto it will be tricky because no one knows where the good lines are."

Andrew's Honda got the best traction in moto two and led Doug Hoover and Tichenor to the first assault on Heartbreak Hill. Andrews and Tichenor picked bad lines and Coen, Milt Solander, Billy Whitley and Kenny Bollmeier took over the lead. Cooper slithered up the hill near last, but Tichenor was through for the day. Tichenor's mechanic, Alan Baker, explained, "Ronnie tried it; then pushed it. The mud was two feet deep and he finally blew the clutch. I'm really disappointed for him. He rode a great series. What a way to end it."

Barry Carsten rode a skillful race and passed Coen's Kawasaki for the moto win. "I'm happy, but I feel like a rolling slime ball," said Cooper.

Amateur

Competition in the 125cc A class opened with Jay Mann, Kenny Kizzar and Greg Bowen starring in moto one. Indiana's Mike Larocco lost his class lead with a disastrous third in the moto and the championship came down to a one-on-one bid with Kizzar. Kizzar, who thrives on mud riding, led Carl Vaillancourt all the way in the second go to wrap the championship in his first time out amongst the As. Larocco, who had to struggle back to earn fourth, said, "We had nothing but bad luck today."

In 250cc A action, Greg Bowen broke a series tie with David Kelly by taking a first moto win ahead of Vaillancourt. American Honda-sponsored Bowen watched anxiously as the second moto pack left him behind. He explained later, "We were sitting on the line when my friend, Mike Himanek, noticed that all the teeth were gone from my rear sprocket. We rushed the bike back to the pits and Dad changed the wheel." Bowen charged back to the number three spot after his delayed departure. Vaillancourt topped Earl May in the moto for the day's overall, but Bowen's effort earned him the championship.

Rick Lindell held a two point 500cc A lead over his Yamaha teammate Mike Stahman, with Somersett KTM's Bob Sorenson close behind. Stahman evened the tally by topping Sorenson and Lindell in moto one.

Lindell took charge with a second-moto lead but toppled over on the now famous hill as Stahlman roosted by taking control of the moto. Lindell had to beat Sorensen, and the pair alternated positions on almost every lap depending on their aim for the hill. Lindell stuck on the final time that counted, Sorenson took second in the moto, with Stahlman winning the championship. Stahlman said later, "Rick and I got a lot of help this month from Greg Quador and Yamaha's new eastern support truck."

In the 125cc B chase, David Beckington copped the title with a third behind Damon Bradshaw and John Kitsch. Beckington said, "It would have been crazy to race with Bradshaw and risk losing my head."

Edmund Swearingen returned from a year and a half off for a broken hip with the only double championship in the series. He rode his Kawasaki to another 500cc B win, but lost the final 250cc contest to Rodney Ohr. Searingen said, "I had the lead in the final moto when the head gasket blew. I was lucky. I just barely had enough points to win the class." ●

Results

125 PRO: 1. Guy Cooper (Hon); 2. Barry Carsten (Yam); 3. Fred Andrews (Hon); 4. Todd DeHoop (Yam); 5. Doug Hoover (Hon); 6. Billy Whitley (Kaw); 7. Kenny Bollmeier (Yam); 8. Carlo Coen (Kaw); 9. Jeff Frisz (Suz); 10. Milt Solander (Kaw).

250 PRO: 1. Bob Hannah (Suz); 2. JoJo Keller (Kaw); 3. John Shay (Yam); 4. Trampas Parker (Kaw); 5. Ross Pederson (Yam); 6. Kurt McMillen (Hon); 7. Mike Roth (Yam); 8. Scooter Stafford (Suz); 9. Shane Drew (Hon); 10. Emery Anden (Suz).

OPEN PRO: 1. JoJo Keller (Kaw); 2. Dennis Hawthorne (Kaw); 3. Jim Kapitan (Hon); 4. Lance Eubank (Kaw); 5. Steve Ezell (Kaw); 6. Shane Drew (Hon); 7. David McLean (Hon); 8. Robert McMillen (Hon); 9. Chuck Weinberg (Hon); 10. James Habacker (Hon).

125 A: 1. Kenny Kizzar (Yam); 2. Carl Vaillancourt (Hon); 3. Robert Motsinger (Yam).

250 A: 1. Carl Vaillancourt (Hon); 2. Greg Bowen (Hon); 3. Earl May (Hon).

OPEN A: 1. Mike Stahlman (Yam); 2. Bob Sorenson (KTM); 3. Rick Lindell (Yam).

125 B: 1. Damon Bradshaw (Yam); 2. David Beckington (Hon); 3. John Kitsch (Kaw).

250 B: 1. Rodney Orr (Hon); 2. Bryan Jennigan (Hon); 3. Rusty Sayres (Hon).

OPEN NOV: 1. Edmund Swearingen (Kaw); 2. Dean Dyess (Kaw); 3. Rick Perry (Yam).

60 7-11: 1. Josh Latina (Kaw); 2. Jeff Easley (Kaw); 3. Jason Sybert (Hon).

85 7-11: 1. Ezra Lusk (Kaw); 2. Patrick Slate (Yam); 3. Timmy Ferry (Hon).

85 12-15: 1. John Kitsch (Kaw); 2. Jason Schultz (Kaw); 3. Adam Smith (Hon).

+25: 1. Rick Lindell (Yam); 2. Joe Rogers (Hon); 3. David Mack (Hon).

SRS 30-35: 1. Robby Neeley (Kaw); 2. Fred Vertucci (Hon); 3. Robert Mailos (Hon).

SRS +36: 1. Phil Hess (Hon); 2. Kenneth Brown (Yam); 3. George Singler (Hon).

125 C: 1. Brian Dale Broussard (Yam); 2. Russell Crater (Kaw); 3. Darrell Venditti (Kaw).

250 C: 1. Don Mathiesen (Yam); 2. Marc Waddle (Hon); 3. Chris Burrell (Hon).

OVERALL SERIES WINNERS

125 PRO: 1. Guy Cooper (Hon); 2. Fred Andrews (Hon); 3. Ronnie Tichenor (Yam); 4. Kenny Bollmeier (Yam); 5. Carroll Richardson (Kaw); 6. Doug Hoover (Hon); 7. Barry Carsten (Yam); 8. Jeff Frisz (Suz); 9. Chris Coleman (Kaw); 10. Vince DeVane (Suz).

250 PRO: 1. Bob Hannah (Suz); 2. Ross Pederson (Yam); 3. Joe Waddington (Hon); 4. Mike Roth (yam); 5. Billy Liles (Kaw); 6. Scooter Stafford (Suz); 7. John Reinholt (Yam); 8. Keith Bowen (Yam); 9. Shane Drew (Hon); 10. JoJo Keller (Kaw).

OPEN PRO: 1. JoJo Keller (Kaw); 2. Jim Kapitan (Hon); 3. David McLean (Hon); 4. Shane Drew (Hon); 5. John Collins (Yam); 6. Scott McClain (Yam); 7. Chuck Weinberg (Hon); 8. Lance Eubank (Kaw).

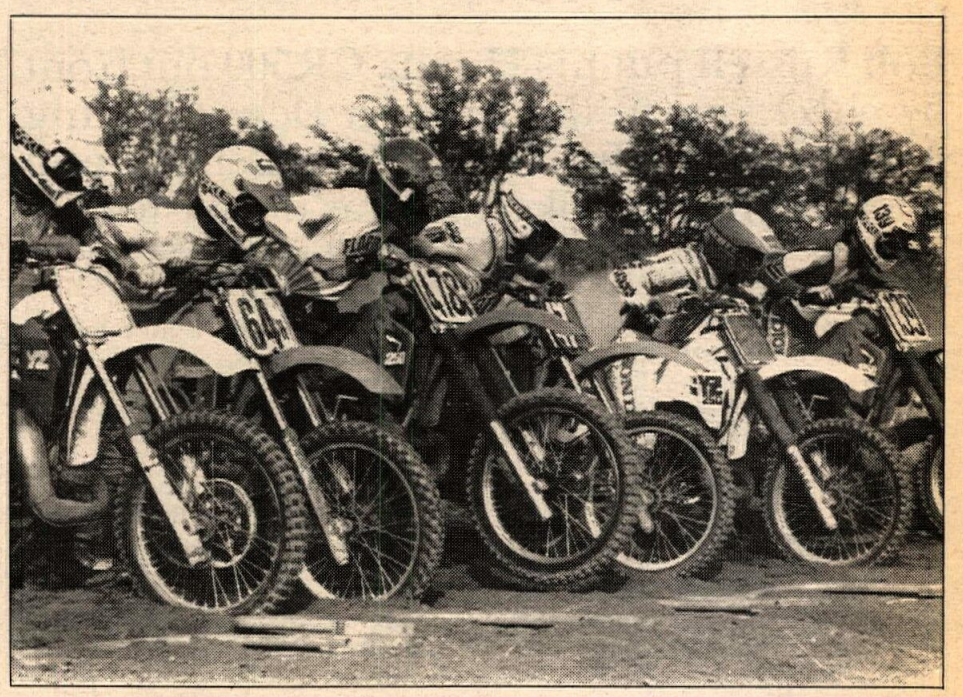
125 A: 1. Kenny Kizzar (Yam); 2. Mike LaRocco (Yam); 3. Carl Vaillancourt (Hon).

250 A: 1. Greg Bowen (Hon); 2. Mike LaRocco (Yam); 3. Carl Vaillancourt (Hon).

OPEN A: 1. Mike Stahlman (Yam); 2. Rick Lindell (Yam); 3. Bob Sorenson (KTM).

125 B: 1. David Beckington (Hon).

"Heartbreak Hill" claimed many; Rick Lindell (bottom) lost the Open A championship to Mike Stahlman on the hill.



Corlis Allen (42), Salvatore Romano (47), Ronald Calliano (139) and 250cc C champ Bobby Beiderman (478) leave the gate.

In his first desert race, motocrosser Drey Dircks flew his Honda CR125 to the 250cc Expert class win.

Riding a 250cc KTM, Phoenix, Arizona's James Stott captured seventh overall and second in class behind Dircks.

Russell smokes to Gila Bend GP win

By Daryl Drake
Photos by 3-D Photography
GILA BEND, AZ, JAN. 25

Bob Russell put his Honda CR500 out front by check one at the Arizona Desert Racing Association's 13th Annual Gila Bend Grand Prix and never looked back as he blasted his way to the overall and Open Expert win.

Holding off competitors such as Husky's Garth Sweetland and Honda ace Jeff Darland, Russell was never seriously threatened as he turned in a time of 2:57:19 to average 47:37 mph aboard his Dirt Unlimited/USA Sport/Apache Honda West-backed CR.

Experts made four trips around a fast 35 mile loop that featured choppy cross-grain, endless sand washes, and a couple of high speed asphalt sections. Many riders later described the course as much rougher this year and as dusty as ever.

Off the start, it was Jeff Darland's Honda leading the way ahead of Russell up the first long wash section. Then, about a mile before check one, Darland's motor went away as he tried to accelerate back up to speed.

"I guess I blew a hole in the piston," he said later. "I don't know why it got so hot, I was running the same jetting I did in Mexico."

The wash almost ended Russell's day as well. "I was running second to Darland and we were really charging up that wash," said Russell. "Jeff blew and I got by only to seize immediately after. My bike came to a dead stop twice, but I was able to restart it and then kind of cruised the rest of the first lap and was amazed I was still in the lead. After that I just picked up my pace a little bit and kept it smooth."

Whiskey Pete's winner Sweetland had problems before he got started. On the parade lap, his bike had engine trouble, so he had to switch to his Baja pre-runner, a Husky 510 that has seen a lot of miles. By the time he got numbers and a spark arrestor on it, the Experts and his start time were long gone.

Sweetland started back among the Amateurs but really flew on his first lap and was running fourth after a quick pit stop when he reached the home check. His next three laps were hampered by a head pipe coming loose, finally resulting in a dropped valve. But Sweetland still managed to finish at eighth Open Expert, 17 minutes behind Russell.

Meanwhile, Russell was feeling what it was like to be out in front for the first time at a desert race. "When you're in the lead, you don't know who's catching you and how close they are," said Russell. "I tried to ride smoothly and not kill myself. It takes a lot to win one of these things. A million things could go wrong. You've got to keep your concentration up and not let any thing bother you.

"This is a big accomplishment for me," added the 26-year-old truck driver. "I only get to ride on the weekends and it feels real good to win this. I'd like to thank my tuner (and teammate for Parker) Gary Wells, my sponsors, my wife and son and all the 'little people' that helped me do it."

Finishing second overall and Open Expert was Pat Prosser (KTM), 4:26 behind Russell. "The race went great!" said Prosser, "no problems, but I just couldn't catch him. Except for stalling the motor once, I had a perfect ride and a lot of fun."

John Thompson was third overall and Open Expert almost a minute back. "Pretty good race," he said. "I loved the sand! I fell a couple times, and my left footpeg was falling off. I had a lot of fun though and really enjoyed this one."

Coming back from a fifth gear endo right off the start, Paul Bennett finished fourth overall and Open Expert. "I was right on Darland in his dust and hit a big rock. I cruised on the front wheel for what seemed like 200 yards before it finally went over," laughed Bennett. "By the time I got back up, I was dead last so I played catch up for the rest of the race."

Rounding out the top five was 250cc Expert class winner Drey Dircks on his Sunnyslope Honda/Young Cycle Supply/Hallman/Bell CR125 at 3:06:19 to average 45.08 mph. Dircks had entered as a 200, but with no other entries in the class, was scored with the 250s and won despite a flat rear tire.

"This is my first flat-out desert race," said Dircks. "Dusty and fast—a little too fast for a 125. The big bikes would just blow by me in the washes. Then I had to ride the last 32 miles on a flat."

In the three lap division, Paul Kellogg was back in fine style with the overall and 250cc Amateur win at 2:21:41 aboard a DK Works/Kellogg Racing Yamaha 250.

Keeping him honest and finishing just eight seconds behind was the second 250cc Amateur, Bill Johnson.

Then came Senior Expert winner John Miller on a Sunnyslope Honda 250, three minutes ahead of Senior Amateur winner Ed Deedler on the Bernie's East Valley KTM-Husky/Falcon's Roost KTM 495.

The course took its toll on the Open Amateurs. Glen Raper had a flat six miles out, ran out of gas and still led lap one, only to seize on lap two.

Ted McHugh on a Casa Grande Muffler Honda took over the lead and came in 22nd overall as the only class finisher out of a large field of starters.

Bob Kinnaman, at 14th overall, won his first 200cc Amateur race on the Dirt Unlimited/Trick Designs KTM. •

Results

60: 1. Jacaues Cole (Hon); 2. Ryan Toon (Hon).
MINI BEG: 1. Steve Martin (Hon); 2. Jamie Avernheimer (Yam); 3. Troy Bivins (Kaw).
MINI NOV: 1. Brandon Beggs (KTM); 2. Chad Crowder (Hon); 3. Alex McElyea (Kaw).
MINI AM: 1. Denis Hildebrand (KTM); 2. J.R. Boling (Yam); 3. Robert Burns (KTM).
LADIES: 1. Sheryl Prosser (KTM).
200 BEG: 1. Damon Ramsey (Kaw); 2. Ron Alegria (Yam); 3. Danny Miller (Suz).
200 NOV: 1. Bud Baker (Kaw); 2. Destry Abbott (KTM); 3. Randy Toy (KTM).
200 AM: 1. Robert Kinnaman (KTM); 2. Bob Henderson (Hon); 3. Keith Williams (Yam).
250 BEG: 1. Albert Prince (Yam); 2. Gary Matsch (Hus); 3. Fred Wernett (Hus).
250 NOV: 1. Kelly Lee (Yam); 2. Mitch Usko (Hon); 3. Billy Wofford (Kaw).
250 AM: 1. Paul Kellogg (Yam); 2. Bill Johnson (Suz); 3. Jim Nichols (Hon).
250 EX: 1. Drey Dircks (Hon); 2. James Stott (KTM).
OPEN BEG: 1. James Jepson (Hon); 2. Eric Loftsgard (Hon); 3. Marty Grossman (KTM).
OPEN NOV: 1. Brian Schoefield (Hon); 2. Tom Bryan (Hon); 3. Tim Abril (Hon).
OPEN AM: 1. Ted McHugh (Hon).
OPEN EX: 1. Bob Russell (Hon); 2. Pat Prosser (KTM); 3. John Thompson (Hon).
SR AM: 1. Ed Deedler (KTM); 2. Wayne Deckleuer (Hon); 3. Bryon Farnsworth (KTM).
SR SPTSMN: 1. Dan Lpeffler (KTM); 2. Tom Bagley (Hon); 3. Ron Zellitti (Hon).
SR EX: 1. John Miller (Hon); 2. Boyd Abbott (KTM); 3. Rob Beggs (KTM).
SR VET 30: 1. Robert Strupp (Hus); 2. Steve Weinstein (Hus); 3. John Turner (KTM).
SR VET 30 G.O.B.: 1. Doug Sietz (KTM); 2. Joe Prosser (KTM); 3. Evan Wallen (Hon).
SR VET 40: 1. Dick Milani (Hon); 2. Rex Goodell (Hus); 3. Rick Kinnaman (Hon).
OTHG: 1. Bob Bee (Hus); 2. Lee Balicki (KTM); 3. Gary Jensen (KTM).
DINOSAUR VIN: 1. Mike Wadding (Yam); 2. J.B. Boling (Yam); 3. Robert Burns (KTM).
DINOSAUR CLSIC: 1. Troy Burns (KTM); 2. Olen Webb (Yam); 3. Mike Krygier (Hon).
SIDEHACK EX: 1. Clyde Stewart/Brent Williams (EML).

How you can win

(Continued from page 2)

Magnum and .30 caliber rifle bullets (just like Ronnie Reagan wears). And don't forget the "flak jackets" worn by most football quarterbacks which prevent rib and back injuries. There's just no question that we can come up with a flak back that will reduce the number and severity of spinal injuries from impact. After all, this is America. The world's most technologically advanced country. Our medical and surgical communities are the envy of every country on the planet.

Well, no more excuses. Let's put our boot down here. No more David Bailey tragedies. Or Danny Chandler, Mitch Payton, Mitch Mayes and the hundreds, if not thousands, of others. I throw down the gauntlet and challenge the sanctioning bodies and promoters to install a rule requiring spinal protection apparel for all racers. Let's say, no later than the end of this year.

I challenge the factories, their teams and works riders to commence immediate development and testing of spinal protection designs. There's already spinal protectors being used in Europe. So there's at least a start from which to begin.

I challenge all the protective apparel people to gear up in supporting the design, testing and development of spinal protectors. If you guys can come up with all these high zoot designs for pants and shoulder pads and boots and gloves and fanny cushions, you can sure as Hades get behind protective gear for the old back. And you can certainly make it look trendy and stylish.

I challenge those orthopedic surgeons out there to jump in and offer their irreplaceable expert advice. (I'm sending a copy of this to my "bone man" today.) They're the first ones to give us a ration for riding and racing bikes, and the first to tell us we need more/better protective apparel. So Doc, let's see what you can come up with.

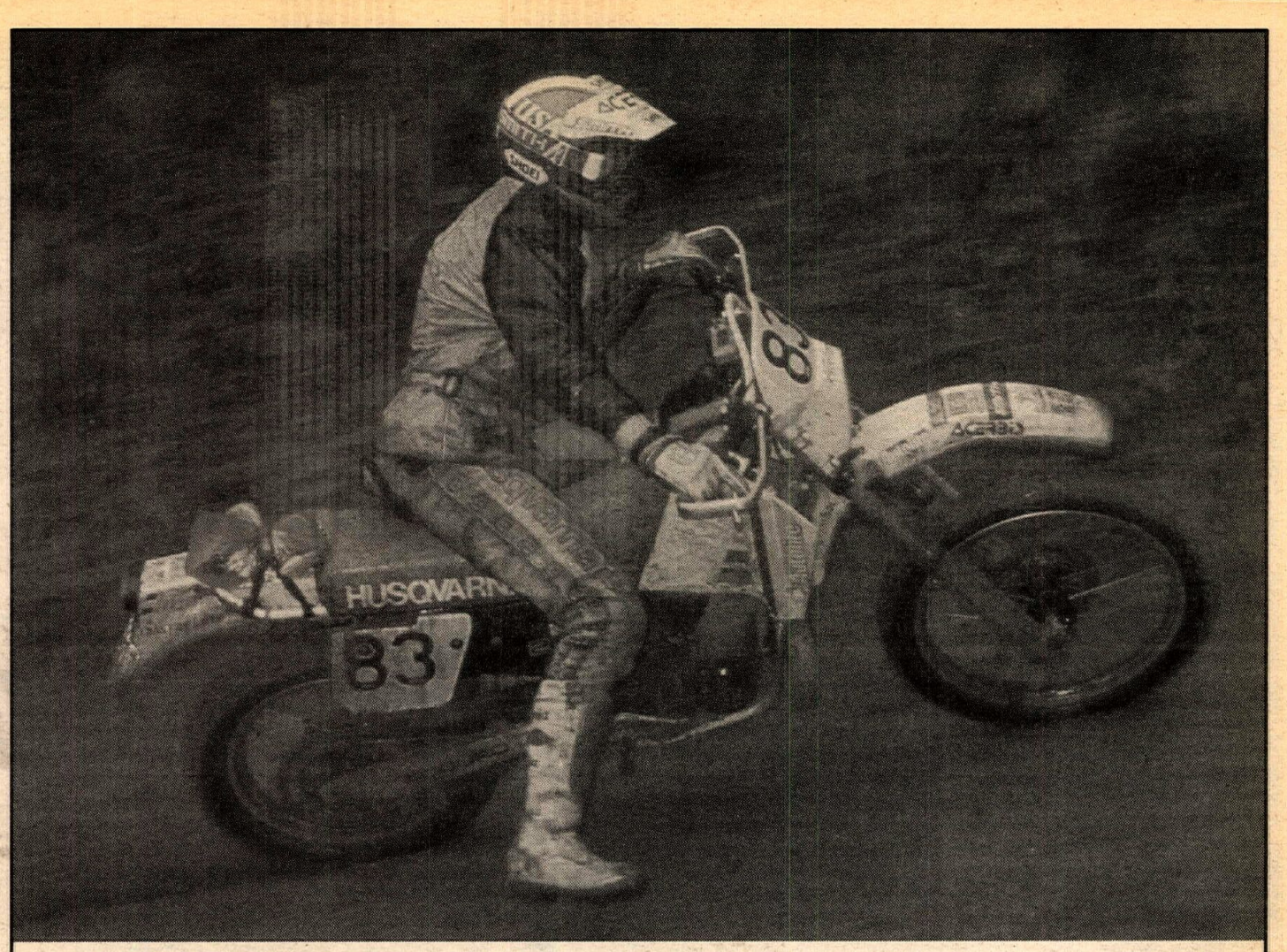
There's really no reason why workable early production spinal protectors can't be in the hands of the professional race teams by spring of this year. That means all the magazines can shoot all their pictures and talk about the new revolution in protective apparel. Then the readers and riders will start to understand and accept the concept. By year's end production versions of spinal protectors can easily be in the pipeline and on dealers' shelves. And an excellent Christmas present indeed.

As has already happened in Europe, riders complained about early spinal protectors. They were cumbersome, caused itching, restricted movement, were unsightly, smelled bad, created extended bathroom visits, retarded sex life and distorted their names on their jerseys. We've all heard that before with new boots, full coverage helmets, knee guards, stone-proof goggles, shoulder pads and chest protectors. But do any pros or smart riders race without them? Of course not. The glitches and warts always get worked out. In any case, a spinal protector is immensely more comfortable than a lifetime in a wheelchair.

Just think of the benefits. Sanctioning bodies can pronounce a safer sport. Promoters will spend less time (and money) in the courtroom. Racers and riders everywhere can ride with more security. The rest of society will see us as a more responsible group. And you won't have to read another rampage of mine of the subject.

There's only one loser — General Hospital. And that's fine by me.

Dave Holeman



HUSQVARNA'S 250WR I.S.D.E. WIN SETS SCENE FOR EVEN GREATER '87

For 20-year old Husqvarna factory rider Randy Hawkins, the pride of Travelers Rest, S.C., 1986 was a year to remember. Randy was invited to carry the U.S.A. colors in the Italian I.S.D.E. six day enduro on his Husky 250WR. His all-out racing style resulted in a gold medal, a success which outshone even his 1985 Spanish I.S.D.E. effort, where he garnered a silver medal for Husky, despite racing with a dislocated shoulder.

A week after finishing this year's I.S.D.E., Randy returned to the U.S.A. thoroughly "pumped," and proceeded to win his very first national enduro at the Houston, Texas Nationals. Add to this his accomplishments in the SETRA (Southeast Enduro Trailriders Association), where he's won four of eight enduros, and two of four hare scrambles. Although SETRA races don't have the prestige of an international I.S.D.E. event, Randy gets a kick out of racing before an enthusiastic "down home" crowd. The '86 Husqvarna 250WR Randy rode in all 1986 events was strictly stock, with the exception of a Pro Pipe, which is available through any Husqvarna dealer.

For 1987, several significant modifications have been made to make Team Husky's 250WR effort even more competitive. We've changed the stroke, added a new front disc brake, and moved the seat position so it's easier to position yourself over the front of the bike. All these improvements make Husqvarna's potent 250WR the one to beat in the 1987 Polish I.S.D.E. as well as the national point title chase. You can own the very same '87 Husky 250WR that will be competing on race circuits throughout the world. Make it happen. See your Husky dealer for a great deal on a 250WR.

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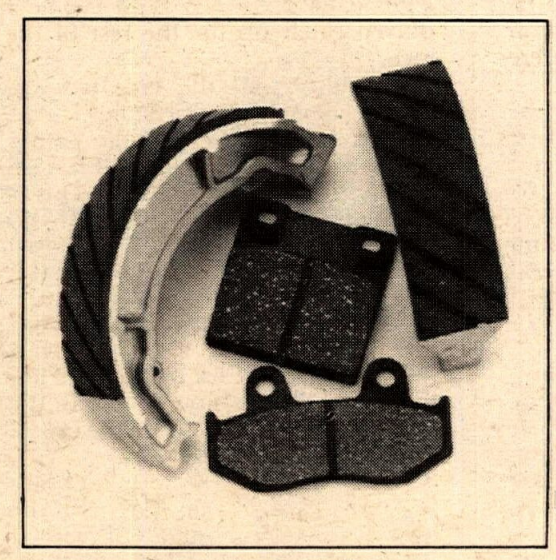

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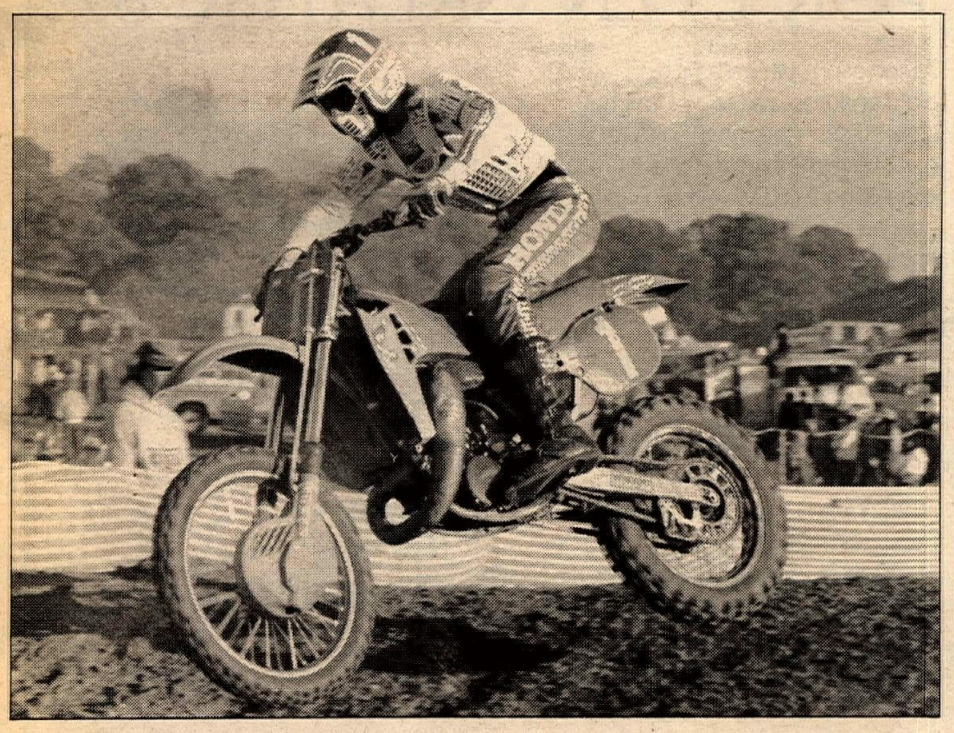
PHOTOS BY ALEX HODGKINSON AND KIT PALMER

Three-time 500cc World Champion, Belgian Andre Malherbe (1) leads in Sittendorf, Austria, in 1986.



In 1983 and '84, Honda's David Bailey claimed Grand National Championship honors. After 1984, the GNC title was dropped.

Part 5: The Final Chapter

The History of Motocross

By Len Weed

This is the final installment of excerpts from the book, "Motocross Techniques, Training & Tactics," by World Champion Brad Lackey and Len Weed.

Nineteen eighty-three saw the creation of a new overall American championship, one destined to vanish after the '84 campaign. David Bailey, winner of both the 250cc and Supercross titles, was recognized as Grand National Champion. Broc Glover topped the 500cc class, while Johnny O'Mara headed the 125s.

Overseas, Hakan Carlqvist joined a select few who had ever won World Championships in two different classes by claiming the 500 crown. Brad Lackey, dropped by Suzuki after giving America its first motocross World Champion the year before, did not compete. Georges Jobe earned his second 250 title. Two runner-up rankings had followed his 1980 Championship. Eric Geboers repeated as 125 Champion.

David Bailey, Mark Barnett, Jeff Ward, and Broc Glover topped both team events to give the U.S. its third straight sweep.

Bailey repeated as Grand National Champion in 1984 while adding the 500 Championship to his collection. Ricky Johnson emerged as the 250 Champion, while Jeff Ward also collected his first title, in 125 action.

Andres Malherbe notched his third 500 world title as the FIM changed their point system to recognize the top 15 finishers (20-17-15-13-11-10 ...1). Michele Rinaud topped the 125s, while Heinz Kinigadner headed the 250s.

Some of the American faces changed for team motocross, but the results were the same. A fourth straight sweep. Rick Johnson and Johnny O'Mara joined Jeff Ward to ride both events. Broc Glover (Trophee des Nations) and David Bailey (Motocross des Nations) rounded out the team.

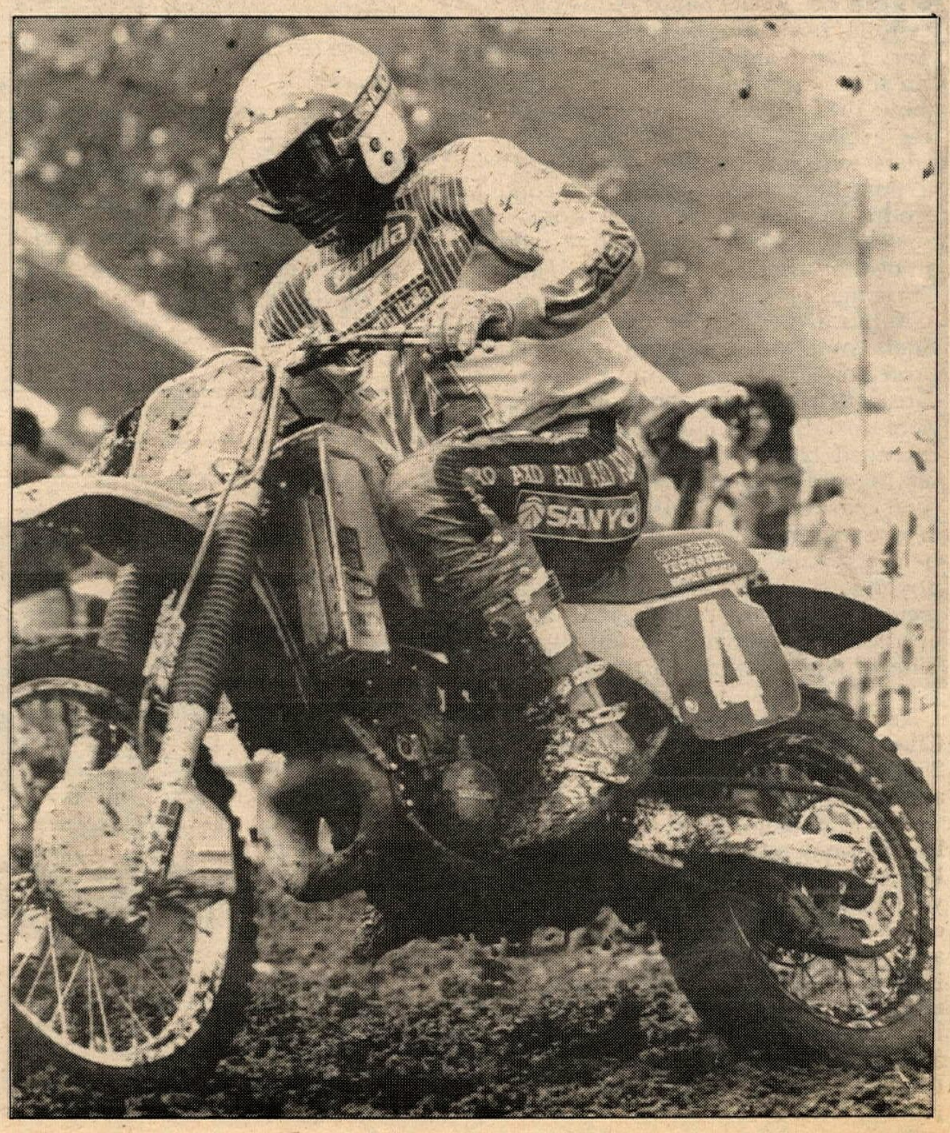
Jeff Ward switched classes in 1985 and won the 250 title as well as the Supercross crown. Glover added his second 500 Championship in three years as Ron Lechien topped the 125s.

Kinigadner repeated as 250 World Champion — joined by two new faces: Pekka Vehkonen won the 125 title, while Dave Thorpe annexed the 500 title.

The U.S. won the single 1985 team event as a format change combined all three classes. Each nation sent a three-man team including a 125, 250 and 500 rider. Ron Lechien, Jeff Ward, and David Bailey gave the U.S. their fifth straight annual success.

In 1986 Ricky Johnson topped the 250s for the second time in three years while also adding the Supercross crown. David Bailey won his second 500 Championship as Micky Dymond headed the 125s.

In 1984 Suzuki's Michele Rinaldi captured the 125cc World Championship for Italy. Up to that year, Suzuki totally dominated the 125cc class.



Rick Johnson (above) won the 250cc National C'ship in 1985 on a production-based YZ250. (Below) 1986 250cc World champ Jacky Vimond.

Thorpe repeated as 500 World Champion. Jackie Vimond won the 250 class as Dave Strijbos headed 125 action.

The U.S. dominated team racing for the sixth straight year. The FIM kept the three-rider format adopted a year earlier, but switched to mixed displacement motos (125 and 250, 125 and 500, and 250 and 500). The American team finished one-two in all three moto combinations. David Bailey won his two motos, Johnson added a win and a second on a 250, and O'Mara, on a 125, finished second in rides against 250s and 500s.

And that's how it stood at the end of 1986, 101 years after the first half-horsepower bicycle. New champions will continue to emerge as old champions fade away. And the sport that began as scrambling and now flourishes as motocross will continue to tackle the challenges of tomorrow. ●

Motocross Techniques, Training & Tactics by World Champion Brad Lackey and Len Weed, 2nd Edition, 224 pages, over 400 photos, is available from Cleansheet Enterprises, P.O. Box 241, Tarzana, CA 91356 for $11.95 plus $1.50 postage ($13.45). California residents add 78¢ for sales tax.

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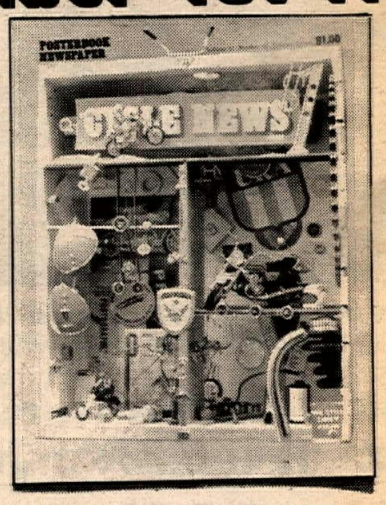

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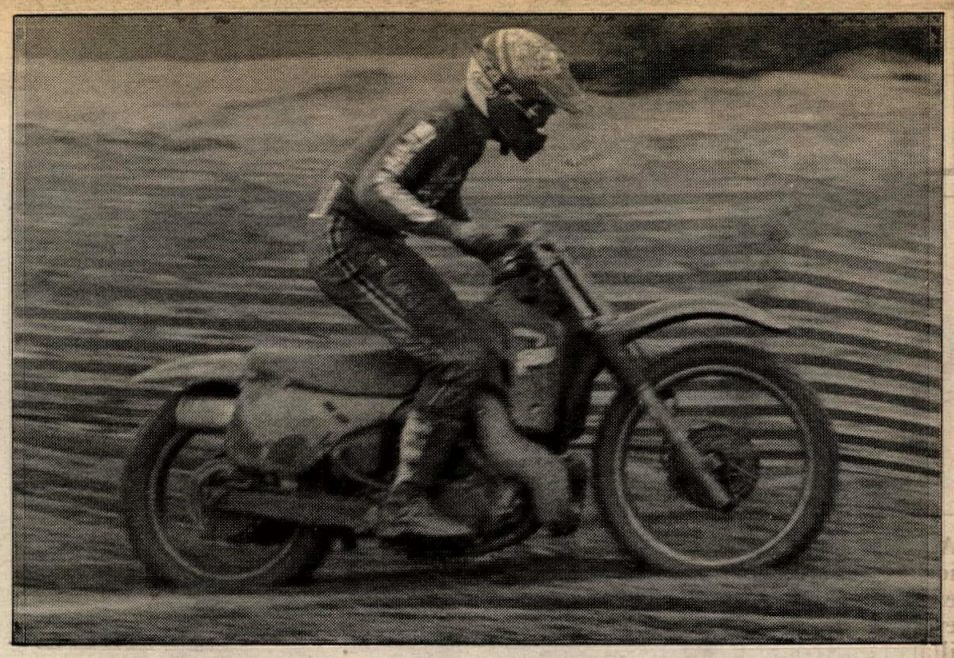
James Dobb (center) used mud savvy to win the first 125cc Intermediate moto. Dobb dropped out with engine troubles in the second moto.

On the mud-soaked race course, Allen Nickel put in two consistent rides to earn a second overall in the 500cc Jr. class.



Chad Pederson rode to a 2-1 tally in the 125cc Intermediate division two class and wound up with the overall victory.

CMC/Dodge Truck Golden State Amateur MX: Round 4

Pederson tops 'em in Marysville

By Clark Emery

MARYSVILLE, CA, JAN. 24

Chad Pederson held on to his Yamaha during two muddy motos and collected the second division 125cc Intermediate overall win, today, on Marysville's E Street river bottom sand track. Pederson, who also rides in the 80cc Expert class during Sunday's competition, finished second to Cagiva-mounted James Dobb in the first moto and won the second round in front of Craig Davis to collect top honors.

In 250cc division one Junior action, South Dakota's Dax Billings gathered a flawless 1-1 score together to take the overall. Honda rider Stan Hase followed with a 2-2 tally, with Tommi Hamalainau riding to a 3-5 for third overall.

Kenny Daniels raced his Yamaha YZ490 to a hard-earned 500cc Junior victory, with his 3-1 finishes beating out Honda rider Allen Nickel's 2-2. Vacaville's Rick Lane netted a third overall with a 1-4 score.

Rain started to fall the night before and kept on falling throughout the day, drenching the track with water and making the course a mud bog situation for the racers.

In the first 125cc Intermediate division one moto, Davis put his KX125 into the lead in front of Dobb. Riding in third, Pederson found a hot line around Dobb on the first lap to take control of second. Barnett, Bill Pearson and Steve Wiseman battled for fifth.

Coming around for the second lap, Dobb put a move on Pederson. Half a lap later, Davis dropped back to fourth in the mud, giving Dobb the lead.

Pulling away from the pack at the finish, Dobb went on to collect the win with Pederson second. Davis moved up to third, in front of Barnett, as Grant Michaelson rode to a fifth.

As the pack rounded the first lap in the second moto, Pederson had the lead with Davis hot on his tail. Honda-mounted Dana Anderson cruised in third.

After some battling back and forth in the latter laps of the moto, Pederson took the narrow win ahead of Davis to collect the overall. Barnett followed in third with Steve Wiseman and Anderson in close tow.

Lee Wilson from Bakersfield, California, jumped into the 250cc Junior first moto early lead followed by Honda rider Hase. Battling it out for third was Derek Jorgensen and Shan Cooper.

Cooper went around Jorgensen and Hase on the second lap and set out to catch Wilson. Billings, who got a bad start, was moving up through the pack quickly and was running fifth.

On the last lap, Wilson went down hard on a slippery technical section of the course. Billings, who had moved up to second at this point, inherited the lead and went on for the win. Hase crossed the line in second with Hamalainau, Cooper and Chuck Mark rounding out the top five.

Moto two witnessed Wilson again putting his KX250 into the lead but fell before the first lap was completed. Billings went around the fallen Wilson and held off charges from Greg Nickel, Hamalainau and Hase to collect the moto and overall win.

As the 500cc Juniors roared into the first turn, Lane put his Honda into the lead. Nickel was running second when Ken Wilson roosted his CR500 past in the first couple of corners. Dan Helm and Bradford Dunsend were having a battle for third.

Going into a tight corner, Wilson stalled, letting Nickel pass to take command of second place. Dunsend also went around the dead-engined Nickel for third. With all the action going on behind him, Lane started to pull away from the troops.

At the finish, Lane had a good lead over Nickel. Crossing the line in third was Daniels, who was picking off riders after a bad start.

The second moto start was controlled by Daniels who led to finish; good for the overall. Nickel was again the second place man, earning the overall runner-up spot. Local rider Joel Christensen held off challenges from Dunsend and Lane to collect third place. •

Results

60 0-8: 1. Jason Partridge (Kaw); 2. Nathan Woods (Kaw); 3. Chris Wheeler (Kaw).
60 9-11: 1. Mike Metzger (Kaw); 2. Jason Carroll (Hon); 3. Steve Hengeveld (Kaw).
80 9-11: 1. Damon Huffman (Yam); 2. Craig Baker (Yam); 3. Jacob Swain (Yam).
80 BEG 1: 1. Eric Chavira (Hon); 2. Brian Teets (Kaw); 3. David Russi (Suz).
80 BEG 2: 1. Brian Wilson (Hon); 2. Steve Bicknell (Yam); 3. Donny Tillery (Kaw).
80 JR 1: 1. Joshua Dunn (Yam); 2. Jason Johnson (Kaw); 3. Jason Kawell (Kaw)
80 JR 2: 1. Louie Romo (Yam); 2. Kennie McGrath (Kaw); 3. Jon Kuehler (Hon).
80 INT 12-16: 1. Danny Ulven (Kaw); 2. Grayson Goodman (Hon); 3. Ryan Huffman (Yam).
125 BEG 1: 1. Jeff Dewald (Hon); 2. Jeff Hall (Suz); 3. Stan Finney (Kaw).
125 BEG 2: 1. Gary Hedding (Kaw) 2. Andy Grider (Kaw); 3. Richard Lima (Yam).
125 BEG 3: 1. Russell Lee (Kaw); 2. Kyle Brown (Kaw); 3. Jerry Reiter (Hon).
125 JR 1: 1. Mike Chamberlain (Yam); 2. Luke Arcidiacono (Hon); 3. Stan Hase (Hon).
125 JR 2: 1. Mark Easley (Yam); 2. Patrick Lutz (Kaw); 3. Jeff Korhoner (Hon).
125 INT 1: 1. Paul Vlach (Hon); 2. Steve Lamson (Yam); 3. Jeff Jacobsen (Yam).
125 INT 2: 1. Chad Pederson (Yam); 2. Craig Davis (Kaw); 3. Lance Barnett (Kaw).
125 INT 3: 1. Kerry Muligan (Hon); 2. Robbie Hanson (Yam); 3. Terry Swanson (Yam).
250 BEG 1: 1. Ronnie Holman (Hon); 2. Scott Pill (Hon); 3. Jeff Gagnon (Suz).
250 BEG 2: 1. Todd Denno (Suz); 2. Bob Zades (Hon); 3. Mark Gruber (Hon)
250 JR 1: 1. Dax Billings (Kaw); 2. Stan Hase (Hon); 3. Tommi Hamalainau (Hon).
250 JR 2: 1. Dean Reep (Hon); 2. Tyler Edwards (Hon); 3. Tim Nobles (Hon).
250 INT 1: 1. Paul Vlach (Hon); 2. Lance Barnett (Kaw); 3. Jimmy Lewis (Yam).
250 INT 2: 1. Todd Sweaney (Hon); 2. Mike McClain (Kaw); 3. Mike Hooker (Hon).
500 BEG: 1. Scott Shamblin (Hon); 2. Jay Spear (Hon); 3. Leonard Kilman (Yam).
500 JR: 1. Kenny Daniels (Yam); 2. Allen Nickel (Hon); 3. Rick Lane (Hon).
500 INT: 1. Mike McLain (Kaw); 2. Mike Hooker (Hon); 3. Craig Davis (Kaw).
VET JR: 1. Scott Richmond (Hon); 2. Marv Adams (Kaw); 3. Kent Reed (Hon)
VET INT: 1. Philip Taborda (Yam); 2. Jim Hale (Hon); 3. Bret Leef (Hon).
VET MSTR: 1. Jon MIller (Kaw); 2. Mark White (Yam); 3. Rod Nordstrom (Hon).
OT JR: Les Oldenbrook (Hus); 2. Gene Dempsey (Hon); 3. Terry Pratt (Yam).
OT INT: 1. Robert Fortier (Hon); 2. Wayne Johnson (Kaw); 3. Ed Smith (Kaw).
OT MSTR: 1. Bob Krah (Yam); 2. Jim Lamkin (Hon); 3. Steve Machado (Hon).

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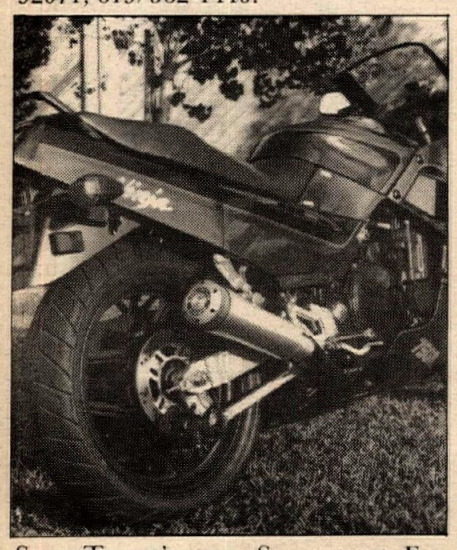
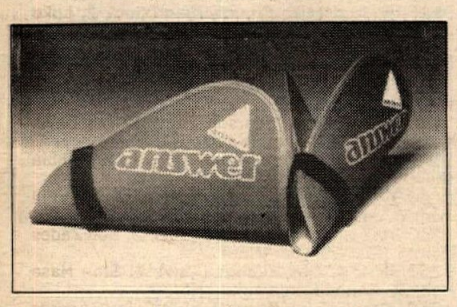


SuperTrapp's new Superstreet Exhaust System for the Kawasaki Ninja 750 offers SuperTrapp's tunable diffuser disc system that allows you to tune the system to suit your own needs, for sound, power and jetting. SuperTrapp says that installation is easy and the stock centerstand and fairing are still used. See your dealer or for more information contact SuperTrapp Division Moller Corporation, Dept. CN, 1222 Research Park Drive, Davis, CA 95616, 916/756-5069.



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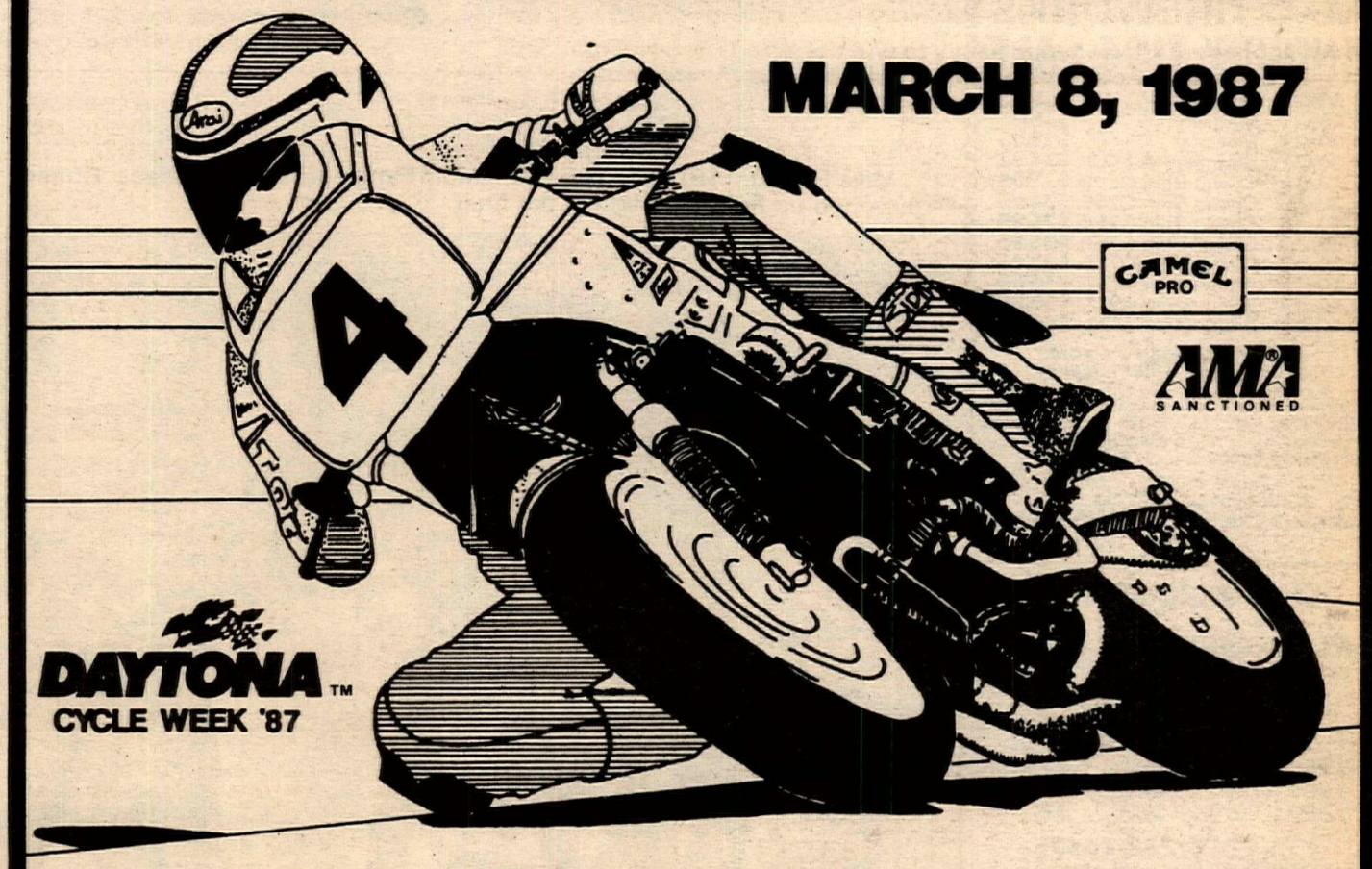

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Mike Rhoads (19) and Hebb (33) tangle handlebars in a heat race. Rhoads wound up finishing sixth in the final.

Winner Eddie Morris (85), Dave Knapp (44) and Dave Hebb (33) celebrate after the final. Hebb and Knapp finished second and third.

AMA Invitational Professional Indoor Ice Race Series: Round 4

Hebb scores in Muskegon

By Joe McLaughlin
Photos by Timra Stump

MUSKEGON, MI, JAN. 23

"You never know what's going to happen on the ice," said Garth Brow early in this year's Indoor Ice Racing Series. The six-time series champ found himself in an unusual spot — third place in point standings with just one race left — as Illinois rider Dave Hebb leaped to a seven-point lead over Indiana's Dan Ingram at Muskegon. Others knotted in a four-point spread covering second through sixth place include the rest of the "Michigan Mafia" of Eddie Morris, Bryan Hardin, Mike Rhodes, and Chuck Springsteen.

Hebb, a veteran dirt tracker from Canton, Illinois, rode to victory in four of five round-robin heats, putting together a near-perfect 14 point night at Muskegon's Walker Arena. Hebb and Ingram had been tied in points after earlier racing at Fort Wayne, Indiana, and Danville and Peoria, Illinois. Ingram, who has come close to winning the overall series both of the last two years, had a bad night at Muskegon, scoring just seven points after going down twice in the heats. However, the Clermont, Indiana, rider can find some consolation in the fact that he is tied for first place in ATV points, a new pursuit for the veteran dirt tracker.

Hebb has put his Thompson Racing/Nolan Helmets/VMO/Chivington Honda/Hi-Point/KK Supply/Phillips 66 Honda into the points lead without winning a main event.

"The points are scored in the heats," Hebb explained. "I got the lead by riding consistently there," he added.

Hebb then went on to take second place behind winner Eddie Morris in the non-points Muskegon final. Hebb and builder-owner Dan Thompson, who has four bikes entered in the series, also survived a teardown underwritten by Dave Knapp who challenged the legality of the leader's "old style" 250cc Honda engine and exhaust.

The main event, which collects the top eight point-scorers of the evening and is always a highlight of the show, had a variety of problems getting underway. Half the field finally started from the penalty line with only Hebb and Morris on the front row. Despite a lot of jousting back in the field, those two stayed in front with Morris seeking out the win as he was literally pushed across the finish line by Hebb's front wheel.

Promoter Staton Lorenz kept the racing exceptionally competitive at Muskegon. "It took nine points to make the final," he said, noting that was an unusually high number. Lorenz was quick to praise several riders for their competitive performances. "Launce Sulaty has matured as an ice racer and a gentleman," Lorenz said. "Not only did he turn in a good performance tonight, but most people aren't aware that his newborn son nearly died just before we went to Illinois." Fortunately, the new baby is now recovering.

Veteran ice race audiences also noted the quick development of Ohio rookies Don Estep and Scott Stump as Estep was the only rider to defeat Hebb in heats at Muskegon and Stump also won his first heat race on ice.

As the 16-rider invitational field looks forward to the final round on January 31 at Hobart Arena in Troy, Ohio, a number of riders appear to have an opportunity to take the championship — if they can catch Hebb.

"I'll go into Troy just as I did all the others," Hebb said. "I'd really like to take the number one plate back home."

Hebb is certainly aware that another seven or eight-point swing, such as the one he rode into first place at Muskegon is always possible.

Ingram, who is riding Bart Markel's original ice bike, one with solid struts replacing the shocks, doesn't count himself out. "I've got a chance at Troy," he said firmly. Then, echoing the spectre of Brow who is just one point behind him and must be considered a threat, Ingram added, "Anything can happen on the ice." ●

Results

MUSKEGON FINAL: 1. Ed Morris; 2. Dave Hebb; 3. Dave Knapp; 4. Chuck Springsteen; 5. Bryan Hardin; 6. Mike Rhoads; 7. Garth Brow; 8. Don Estep.

POINT STANDINGS: 1. Dave Hebb (51); 2. Dan Ingram (44); 3. Garth Brow (43); 4. (TIE) Ed Morris/Bryan Hardin (42); 5. Mike Rhoads (41); 6. Chuck Springsteen (40); 7. Don Estep (27); 8. Launce Sulaty (26); 9. (TIE) Scott Drake/Dave Knapp (20); 10. Scott Stump (19).

Johnston crowned SERA Champion

By Karen Kemp
NEW ORLEANS, LA, JAN. 17

Husky rider Gary Johnston was for the third year in a row crowned overall champion at the Southern Enduro Riders Association awards banquet. Johnston received a standing ovation from the crowd of 250 as he again received a Husky from the Husqvarna Motorcycle Company.

The banquet was held at the Holiday Inn Holidome. A motorcycle show was held around the indoor pool and garden area. Husqvarna, Cagiva, Kawasaki, Honda, KTM, Yamaha and Can-Am were all represented and had bikes on display. National Enduro Champion Terry Cunningham was on hand at the Husky display and National Enduro ISDE rider Jeff Fredette was on hand at the Kawasaki display to talk to guests and answer questions.

The AMA/District 19-sanctioned SERA Enduro Series consisted of 13 excellent events in 1986. Members of the SERA organization decided this past year to vote on the "Best Enduro of the Year" to be announced at the awards banquet. The Louisiana Trail Riders Association was honored to receive the award for their 1986 Great Piney Woods Enduro. The Central Mississippi Enduro Team placed second in the voting.

Top 20 and class winners received SERA helmets. Second and third place class finishers along with the top 40 riders received personalized plaques.

Results

TOP 10: 1. Gary Johnston (392); 2. Jeff Plunkett (370); 3. Nolan Knight (367); 4. Dwight Rudder (364); 5. Will Gilbert (313); 6. Jerry Peavy (312); 7. Jonny Kemp (295); 8. Michael Corlett (290); 9. Kelly Crenshaw (285); 10. Gary Copeland (269).
OVERALL: 1. Gary Johnston.
AA EX: 1. Gary Johnston (44); 2. Jeff Plunkett (29); 3. Dwight Rudder (28).
200 EX: 1. Kelly Crenshaw (45); 2. Jonny Kemp (41); 3. Brian Berthelot (24).
250 EX: 1. Nolan Knight (50); 2. Ed Whatley (28); 3. Micky Young (26).
OPEN EX: 1. Jerry Peavy (39); 2. Fitz Miller (30); 3. Tim Singleton (25).
OPEN EX INT: 1. Michael Corlett (44); 2. Gary Goff (37); 3. Marion Whatley (24).
SR EX: 1. Don Knight (46); 2. Ed Gilbert (38); 3. Robert Rockco (31).
SR B: 1. Kerry Mackenroth (39); 2. Ralph Statom (36); 3. Steve Hudson (29).
100 B: 1. Garrett McKey (39); 2. Scott Watkins (36); 3. Corey Martin (27).
125 B: 1. Michael Pitts (43); 2. Todd Singleton (40); 3. Leslie Slay (32).
200 B: 1. Orland Frey (47); 2. James Winn (39); 3. Nelso Hunt (18).
250 B: 1. Mark Dunaway (46); 2. Kerry Wisdon (17); 3. Jeff Wilkes (15).
OPEN B: 1. John Benoit (43); 2. Ricky Fryer (41); 3. Buddy Pierce (27).
200 INT B: 1. Mike Cantrell (43); 2. Pat Jones (20); 3. Jim Lee (20).
OPEN INT B: 1. Kevin Campbell (37); 2. Bruce Irby (31); 3. Bubba Brant (30).
SUP SR: 1. Jerry Harpole (41); 2. Dickie Hual (38); 3. (TIE) Marion Walton/George Hoffer (25).
JR: 1. Matthew Rayborn (47); 2. John May, Jr. (35); 3. John Schidlmier (29).
WOMEN: 1. Gwen Bailey (48); 2. Karen Kemp (42); 3. Kim Berthelot (34).
A CLUB: 1. C.M.E.T.
B CLUB: 1. N.O.E.A.

Thompson takes White Wolf TT

By George Cuda
ARVIN, CA, JAN. 25

Roger Thompson led a field of local riders and some Camel Pro Series competitiors to score two class victories at the first race in Smoke and Roar Racing's TT series at White Wolf Raceway. Thompson topped the Pro class with a last lap pass, stealing the win from Fran Brown.

Chris Cannon was the fast qualifier for the day aboard his Shell Yamaha and he led the field into turn

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Friday, February 27, 1987
AMA Eastern Regional Half Mile
Jax Speedway — Jacksonville
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Gates Open 4:00 p.m. — Qualifying 7:00 p.m.
Race 8:00 p.m.
Tickets: $10.00 — Youth $5.00 — Children Under 6 Free

Saturday, February 28, 1987
AMA Eastern Regional Half Mile
Volusia County Speedway
Barberville, Florida
Practice 3:00 p.m. — Race 7:00 p.m.
Tickets: Adults Adv. $8.00, At Gate $10.00 — Children $2.00

The track promoters are sponsoring a $10,000 point fund for these dirt track races. Points will be distributed on the same basis as the Camel Pro Series. Ten riders will share in the point fund. For information on the Wiseco/Spectro Daytona Dirt Track Series, call (904) 253-6711 and ask for "Daytona Dirt Track Series" or write: Wiseco/Spectro Dirt Track Series, P.O. Box 500, Daytona Beach, FL 32015.

Sunday, March 1, 1987
Daytona Busch Half Mile
Volusia County Speedway
Gates Open 9:00 a.m. — Race 2:00 p.m.
Tickets: Adults Adv. $8.00, At Gate $10.00

Thursday, Friday & Saturday, March 4, 5 & 6, 1987
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85cc 12-15 JOHN KITSCH	80cc Int. 12-16 1st DANNY ULVEN	125cc Int. Div. II 1st CHAD PEDERSON
125cc A KENNY KIZZAR	125cc Jr. Div. II 1st MARK EASLEY	250cc Int. Div. I 1st PAUL VLACH

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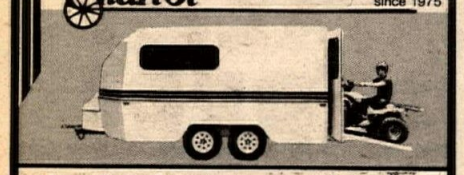
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PHOTO BY ATHIE SANDERS

Class winners from the SuperSports Florida Gold Cup Series display their trophies at the series banquet.

one in the Pro class main event, followed by Bobby Burns, Larry Earhart and Charlie Junkermair. Cannon held the lead until he slipped off the groove, letting Brown take over the top spot.

Brown looked to be on his way to an easy win, but with three laps to go Thompson had raced up through the pack and began challenging Brown for the lead. On the final lap Thompson was right on Brown's rear fender and two turns before the finish Thompson came up under Brown as they began to head down the back straight. As both riders entered the tight left hander at the end of the straight, Brown stalled his engine and Thompson slid by for the win. Earhart came in with second and Junkermair crossed the line in third.

Gary Ferravanti was fast in the Mini class. He took home first place honors, while in the Big Boy Mini class Brian Alexander beat out John Killian for the top spot.

In the 500cc Expert class Thompson took his "play bike" out on the track and blew by Earhart for the victory. Bill Bartels rounded out the top three spots.

Results

MINI: 1 Gary Ferravanti; 2. Albert Garcia; 3. John Muphee.
BIG BOY MINI: 1. Brian Alexander; 2. John Killian.
250: 1. Dave Alexander; 2. Brian Alexander; 3. Terry Maves.
500 NOV: 1. Mike Wayan; 2. James Keeler; 3. Don Mebler
500 JR: 1. Dave Urquhart; 2. John Killian; 3. A.J. Killian.
500 EX: 1. Roger Thompson; 2. Larry Earhart; 3. Bill Bartels
OPEN: 1. Bob Gunn; 2. Mark Andrews; 3. Phillip Smith.
VET: 1. Dave Alexander; 2. Don Binder; 3. Terry Maves.
PRO: 1. Roger Thompson; 2. Larry Earhart; 3. Charlie Junkermair.

Gold Cup Series banquet

By Athie Sanders

GAINESVILLE, FL, DEC. 26

WorldSports played host to participants and friends of the 1986 Florida State Championship Gold Cup Series at the Holiday Inn West Banquet Hall. Pat Post, winner of the 25-Plus class, received his 10th consecutive State Championship Award.

Jason Sybert, Chris Brown, Daryl Youngblood, Glenn Somerville, Marcus Pedrero, Mike Jones, John Reinholt, Tim Denardis, Donald Mays, Donald Leddy, Jon McCabe and Jimmy Swanson also took top honors in their respective classes.

Sponsors for the series were Wiseco, Scott USA and Hi-Point. Gear Racewear presented the winner of each class with a jacket. Door prizes were donated by Park Inn Motel, Pizza Hut, Diamondback Raceway and Gatorback Cycle Park.

Bobby West of SuperSports said, "The riders who participated in the series put forth a great deal of effort. Each week saw new riders at sign-up; a definite sign that motocross is alive and kicking in Florida."

Results

65 (7-11): 1. Jason Sybert (Kaw); 2. Edward Ray (Kaw); 3. Kim Sybert (Kaw).
85 (7-11): 1. Chris Brown (Kaw); 2. Edward Ray (Kaw); 3. Steven Eller (Hon).
85 (12-15): 1. Daryl Youngblood (Yam); 2. Sean Smeltzer (Yam); 3. Derek Youngblood (Yam).
125 A: 1. Glenn Somerville (Hon); 2. Harold Matthews (Yam); 3. Gary Paul (Kaw).
125 B: 1. Marcus Pedrero (Hon); 2. Danny Zullo (Yam); 3. Todd Gardner (Hon).
125 C: 1. Mike Jones (Hon); 2. Jack Steele (Hon); 3. Mike Jones (Kaw).
250 A: 1. John Reinholt (Hon); 2. Jon McCabe (Hon); 3. Alan Crum (Hon).
250 B: 1. Tim Denardis (Yam); 2. Leonard Leggett (Hon); 3. Robert Phillip (Hon).
250 C: 1. Donald Mays (Hon); 2. Robert Somerville (Hon); 3. Bill Watkins (Hon).
500 A: 1. Jon McCabe (Hon); 2. Alan Crum (Hon); 3. Pat Post (Yam).
500 B: 1. Jimmy Swanson (Yam); 2. Dean Dyess (Yam); 3. Rick Perry (Yam).
+25: 1. Pat Post (Yam); 2. Steven Rejda (Yam); 3. Kevin Seidl (Yam).
SRS 30+: 1. Donald Leddy (Yam); 2. David Brown (Yam); 3. David Indiveri (Yam).

VCHSS hare scrambles banquet

By Rider Writer

WILLIAMSBURG, VA, JAN. 10

The 1986 Virginia Championship Hare Scrambles Series came to a formal close with a candlelight dinner at the Fort Magruder Inn and Conference Center. The house was packed as riders from three states attended. The evening topped a season that saw 14 races at 11 different tracks situated from the rocky mountains in the west to the tightly wooded flatlands in the east.

After John Baird gave the invocation and the stylish buffet dinner had been served, the lights were lowered and the meat of the evening began. Series President Rick Pino greeted the riders and their families and expressed his appreciation for the support they had given the series. After introducing each race promoter, Pino introduced several special guests including Rocky/Tucker representative Tom Bartlett, Texaco Marketing & Refining representative Gary Hatch and Malcolm Smith representative Debbie Bartlett.

Series Coordinator George Greer acted as the Master of Ceremonies and gave a historical review of the series. Greer noted that the banquet attendance was up almost 75% since the start of the series three years ago and that the attendance at some tracks had increased 100% due to the series. He thanked the event organizers for the support and the conscientious effort they gave in helping make this a successful series by putting on quality races. Greer also attributed the success of the series to the fact stated in the series motto of "Formed for Riders by Riders."

The highlight of the evening was the attendance of two nationally recognized guests. Can-Am's Product Manager and four time Super Senior National Hare Scrambles Champion Jeff Smith made the trip from Minnesota to be the guest speaker. Smith shared some of his personal experiences encountered during the heat of competition that kept the attention of all and had many holding their sides in laughter. He also educated the audience to the fact that, although they might think he spoke with an accent, he spoke "perfect English." Husqvarna's newly crowned National Hare Scrambles Champion Mark Hyde was also on hand. Hyde stressed the relationship between a state series and a national series in helping a rider to develop riding skills. He also acknowledged the important role that the pit crew plays in a rider's success. After the banquet, both stayed on hand for hours after the banquet until the last question was asked and the last autograph was signed.

Results

OVERALL: 1. David White; 2. R.J. Faddis; 3. Paul Norris.
100: 1. Billy Cox; 2. George Greer; 3. Jason Gulley.
125 FEMALE: 1. Betty Cusumano.
125: 1. Jeff Taylor; 2. Derek Kutcher; 3. Gil Griggs.
200: 1. Ricky Hilton; 2. Rick Pino; 3. Mark Beggs.
250: 1. Roland King; 2. Bricky Hughes; 3. Marty Hensley.
OPEN: 1. R.J. Faddis; 2. Paul Norrris; 3. Mark Maddox.
SR: 1. Gary Hatch; 2. Graham Kenan; 3. Mike Hall.
SS: 1. Bill Edmundson; 2. Stan Norris; 3. Sherlie Cox.
4-STRK: 1. Keith Cox; 2. David Newton; 3. Chris Main.

AAMRR hosts annual banquet

By Joe McKay

WEST PALM BEACH, FL, JAN. 10

The American Association of Motorcycle Road Racers representing the southeastern region, got together to honor their champions tonight. This was the last get together for AAMRR. The organization has closed its doors because of the high cost of insurance they have to pay per event.

Steve Ross the president of the organization came down from Connecuticut to give a speech and personally thank everyone for the support given him and promoter Henry DeGouw in the past three years.

Roger Edmondson of the AMA followed up with a speech welcoming everyone to the Championship Cup Series, which will fill the void left by the departing AAMRR.

Henry DeGouw presented the awards right after dinner starting off with "Team Miami Vice" getting the Endurance Overall Championship and Class One honors. Steve Telder and Thomas Stevens won four of the six races at Moroso. Telder and Stevens are taking winning combinations on the road this year and running in National endurance races.

Rick Miller won the Production Two Championship with the highest amount of points scored by any other sprint riders. Greg Esser captured the Formual Two honors and had the second highest points accrued.

Rick Shaw grabbed the Formula

One title, Scott Cantrell took Modified Production One honors, Bill Kelly, Modified Production Two, Ron Cole, Modified Production Three, Dennis Amicon both Modified Production Four and Production Four. Doug Chancey Production One, and John Szoldrak the Twins title, John Long the Vintage class.

Results

ENDURANCE ONE: 1. Team Miami Vice; 2. Kevin Blais; 3. Rick Jackson.
ENDURANCE TWO: 1. B. Schwing/B. Kelly; 2. Bill Kelly; 3. Wink Price.
ENDURANCE THREE: 1. G. Londono; 2. G. Rosati/R. Miller; 3. H. Wilson.
ENDURANCE FOUR: 1. Jim Reed; 2. Dennis Amicon; 3. Alan Whingham.
OVERALL ENDURANCE C'SHIP: 1. Team Miami Vice Telder/Stevens.
F-1: 1. Rick Shaw; 2. Bill Kelly; 3. John Long.
F-2: 1. Gregg Esser; 2. John France; 3. John Long.
F-3: 1. Jim Reed; 2. Jeff Shore; 3. Jim Calandro.
F-4: 1. Steve Wolf; 2. Alan Whigham; 3. Devin Blais.
MOD PROD 1: 1. Scott Cantrell; 2. Ron Carter; 3. Doug Chancey.
MOD PROD 2: 1. Bill Kelly; 2. Rick Shaw; 3. Mark Chin.
MOD PROD 3: 1. Ron Cole; 2. Pete Madigan; 3. Terry Dietz.
MOD PROD 4: 1. Dennis Amicon; 2. Chuck Quenzler; 3. Tom Partigianoni.
PROD 1: 1. Doug Chancey; 2. Ken Flickenger; 3. Tom Heavey.
PROD 2: 1. Rick Miller; 2. Terry Barker; 3. Mike Harth.
PROD 3: 1. Terry Dietz; 2. Dana Jensen; 3. Jeff Brown.
PROD 4: 1. Dennis Amicon; 2. Alan Whingham; 3. Glenn Carlson.
TWINS: 1. John Szoldrak; 2. Sherry Friduss; 3. Stan Friduss.
VINT: 1. John Long; 2. Ed Stalf; 3. R. Winkler.

Sowle smokes San Jose Endurothon

By Bill Spencer

SAN JOSE, CA, JAN. 4

With a rare winter storm drenching the Bay Area, it only slowed the fourth round of Endurothons at the San Jose Fairgrounds Speedway. Greg Sowle topped the combined first and second events while Edd Haymond teamed with young Steve Raymond for a powerful performance in beating out Scott Nail for the Junior-Expert run.

Very muddy conditions postponed the running of the first two hour slop fest which was fine for most riders as the track prep and drying conditions made it somewhat better. Sowle and his 250cc Yamaha led from wire-to-wire despite losing a fender, which became fairly common in the 30 rider field. Brad Clausen and his four-stroke XR500 Honda special dogged the little guy for half the race, but got caught by Vet Terry Dunworth for the second overall spot. Three class first place trophies were divided among the first three riders.

Craig and Jeff Dillard copped a fourth overall and second Open Novice over Mike Carlton and Tom Ward, who spent a lot of time up front, but too much switching around which hurt their overall effort. An interesting entry was seventh overall behind John Pierce and Tim Boone taking the second 250cc Novice trophy. Road racers Vince Costa and Allen Satterlee proved that they can certainly handle the slosh. Not too far behind, a lap, was the first mini entry of Tom Hastings and Paul Simmons.

While the second race was much dryer and much easier to ride, the entry dwindled to just a dozen. Gary Rabe teamed up with Steve Matlock to lead the early laps over Scott Nail's Honda CR500 and Bill Ripley's Honda XR350. Matlock traded spots with Nail on lap four then dropped out with motor problems.

Moving up from a seventh place start was Old Timer Expert Haymond taking fourth on lap eight and holding a good spot until he handed the M-Star to up-and-coming flat track star Raymond.

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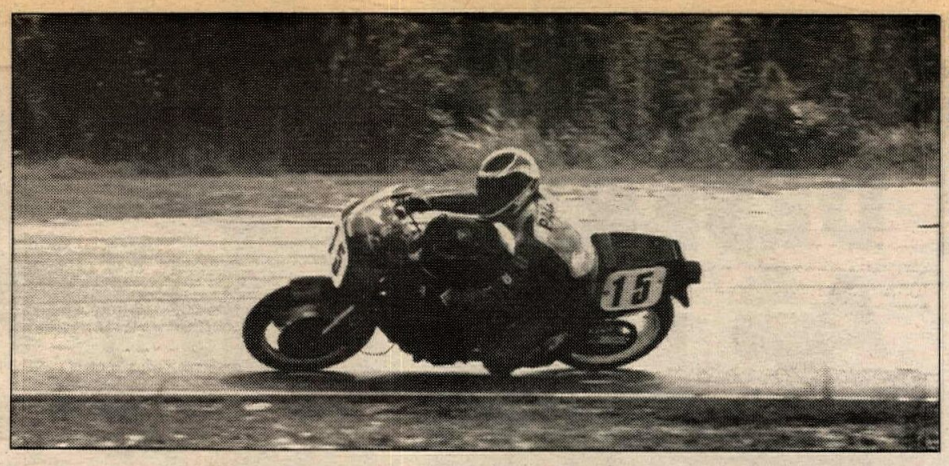

PHOTO BY JOE McKAY

Russ Paulk guided his Suzuki GSXR1100 to the victory in the 100-mile endurance race at Moroso Motorsports Park in West Palm Beach, Florida.

mond took over the lead and held off Nail, eventually pulling out to a 40-second lead then he gave back the controls to Haymond. The fourth-ranked cross country rider in the Old Timer ranks held on for the win, Nail finished on the same lap to take the first Open Junior spot. Ripley, on the Hap Jones Dist special, teamed with Aaron Asman, copped third and the second Open Junior spot with Wayne Minarik/Joe Danze fourth and second Expert a lap back.

Results

RACE 1: 1. Greg Sowle (Yam); 2. Terry Dunworth (KTM); 3. Brad Clausen (Hon).

RACE 2: 1. Edd Haymond/Steve Raymond (M-Star); 2. Scott Nail (Hon); 3. Bill Ripley/Aaron Asman (Hon).

Paulk takes Moroso RR opener

By Joe McKay

WEST PALM BEACH, FL, JAN. 11

The first official AMA CCS race of the season got off to a good start as Roger and Peggy Edmondson came down from the Carolinas to give promoter Henry DeGouw some help with the new computer and lend their expertise to the system. All went well as was expected when they are around. It was Russ Paulk who topped the field in a competitive 100-mile endurance race.

The day's racing started with the first 100-mile endurance race of 1987. The LeMans-style start had several riders out in front that are not usually there, Rick Jackson, riding a two-year old Kawasaki, led for three quarters of the race, before getting sidelined by a novice rider who had lost his footing in a corner. Tennessee rider Paulk, who had steadily worked his way through the field, took over first place and held to the checkered flag. Paulk took GTO honors with Wink Price second and Rudolf Von Lignau third.

The GTU honors went to Ron Cole of Miami, Jeff Burke of Palm Beach, Hans Wilson, and Curt Kicklighter/Danny Roberts of Palm Beach Suzuki fourth.

The sprint races started out with the Formula Two Expert event. Don Jacks entered the front straight about two bike lengths ahead of Bill Beesch. In the corners Beesch would close the gap but Jacks' bike had just a little more top end on the straights. At the checkered flag it was Jacks, with Beesch two bike lengths back, the closest anyone has finished with Jacks in the last two outings at Moroso. Newton Heston finished third.

Carlos Casas led the Novice class to the flag with David Lee, Michael Lehning, Bill Kranenberg and George Matthews Jr., rounding out the top five places. Again a very close finish with the top seven riders all in line.

The Unlimited Superbike race started as a battle right at the drop of the green flag. Paulk led the first lap with Scott Cantrell, Mark Chin, Rich Shaw and Bill Kelly sizing each other up in the corners. Cantrell missed a gear, and went wide going into turn two. Kelly went under with Shaw falling in behind Cantrell. Down the back straight Shaw outbraked Cantrell for third. Kelly took the next five laps to reel in Paulk and then pass him. Shaw drafted by Chin for third. That was the finishing order at the flag.

In the Heavyweight Superbike race it was Kelly again with Shaw, Kevin Blais and Chin all up front. Shaw had Kelly set up for a pass on the last lap but the flagman neglected to wave the white flag for the last lap. He threw the checkered flag instead.

In the Unlimited Superbike Novice class Ron Price led the entire race and finished with a considerable lead. Kirk Frost was second and Tom Heavey right behind in third. Heavey rides for Competition Cycle and Willits Insurance. Steve Chung finished fourth and Chris Smith fifth.

Price also captured the Heavyweight Superbike Novice honors. Price was out in front and running all alone for the first lap. South Florida's John Choate broke out of the pack of 16 riders to take over second place. Choate looked very impressive in his debut ride on his new bike. Young Choate pulled up to Price's rear fender a couple of times but didn't chance a pass as Price had the track pretty well covered. Kirk Frost, Mike Hattaway, Phil Stamatyades, Joe Taylor and John Costa went third through seventh behind Price and Choate.

Formula One aces Paulk and Ft. Meyers Cycle rider Thomas Stevens swapped places for 10 laps. Paulk, riding the same bike he won the endurance race on, was running "Team Miami Vice's" endurance racer. The Suzuki GSXR1100 sponsored by Larry's Auto Parts/Speed & Sport Cycle/Airbrite Screens of Naples, had problems early in the day with ignition boxes, but started to show its stuff as the day wore on.

At the finish line Paulk had a nine inch lead on Stevens to capture the win. Bill Kelly had Rick Shaw and David Reed all over the back of his bike. Cantrell who had been running up front had to pull off the track when a bad oil leak on the Suzuki in front of him splashed about two quarts on his leathers and face shield, causing very poor visibility.

Results

F-2 EX: 1. Don Jacks; 2. Bill Beesch; 3. Newton Heston.

F-2 NOV: 1. Carlos Casas; 2. Dave Lee; 3. Nike Lehning.

UNLIM SUPBK EX: 1. Billy Kelly; 2. Russ Paulk; 3. Rick Shaw.

UNLIM SUPBK NOV: 1. Ron Price; 2. Kirk Frost; 3. Tom Heavey.

HVYWT SUPBK EX: 1. Bill Kelly; 2. Rick Shaw; 3. Kevin Blais.

HVYWT SUPBK NOV: 1. Ron Price; 2. John Choate; 3. Kirk Frost.

F-1 EX: 1. Russ Paulk; 2. Thomas Stevens; 3. Bill Kelly.

F-1 NOV: 1. Ron Price; 2. Tom Heavey; 3. Scott Rawls.

HVYWT SUPSPT EX/NOV: 1. Kevin Blais; 2. Rudolf Von Lignau; 3. Phis Stamatyades.

LTWT SUPBK EX: 1. Jeff Burck; 2. Mike Nolan; 3. John Szoldrak.

LTWT SUPBK NOV: 1. Jim Ronan; 2. Bill Kranenberg; 3. Steve Loehrig.

MDLWT SUPBK EX: 1. Bill Beesch; 2. Ron Cole; 3. Jeff Brown.

MDLWT SUPBK NOV: 1. Dave Lee; 2. Carlos Casas; 3. Steve Wishinsky.

SUPTWN EX: 1. Ken Stephens; 2. John Szoldrak; 3. Peter Norling.

SUPTWN NOV: 1. Bernard LaJoie; 2. Greg Flagg; 3. Evan Castle.

VINT: 1. John Long; 2. James Woodside; 3. Ed Staff.

GTO: 1. Russ Paulk; 2. Wink Price; 3. Rudolf Von Lignau.

GTU: 1. Ron Cole; 2. Jeff Burck; 3. Hans Wilson.

SHOOTOUT: 1. Thomas Stevens; 2. Steve Cantrell; 3. Russ Paulk.

Pickett scores at Bay City Ice Race

By Fred Mehl

BAY CITY, MI, JAN. 18

Craig Pickett and Brad Lowe were double class winners at the second round of the Michigan State Championship Series at the Bay County Fairgrounds. The event was run by the Tri-City Competition Club as part of the Bay City Winter Festival. Ron Schwartz of the TCCC handled the headaches for the day and after a late start, 258 entries were run in short four-lap finals that were clicked off smoothly.

A bright sun came out and approximately 250 spectators were on hand as the finals got underway. Lowe got the holeshot in the 125cc class on his borrowed Kawasaki and stretched out an early lead. Brent Armbruster broke from the pack on his Yamaha, and closed the gap to pressure Lowe at the finish, but Lowe took the win.

Twenty-four 250cc B class riders couldn't match Jeff Chapko for his first class win after three years on ice. Doug O'Boyle forced his Yamaha into second after following Eric Froncek until the last lap.

Another National champ, Dan Crawford, bit the dust in the 250cc A class, this time in the first turn, but he was up quickly and the race was not restarted. That left Lowe, on another borrowed bike with the holeshot, the lead, and an unchallenged win. His tally for the season is a perfect four for four.

Pickett picked up his first win of the day in the very tough 500cc A class. A restart was caused due to the worst crash of the afternoon, with a rider's leg being sucked up underneath a rear fender by the studded tire. He walked away with no apparent major damage. Pickett avoided any such possibilities on the restart by grabbing the lead from the flash of the green starting light, leaving Rick Benjamin to defend second place from challenges by Jon Collins.

The Pro class money was picked up by Pickett for his second win on his stock framed Yamaha TT500, turning 15.6 second laps in a wire-to-wire win.

The rubber solo classes provide a little slower action on the track, but the competition between riders is still quite intense. In the Lightweight class Joe Buckley, Ron Dodd, and Wiltz Wagner looked like they were riding one large motorcycle for two laps, then Buckley gained an advantage on his two-stroke bike. The Heavyweight class wasn't as close as Leo Anthony Jr. smoked everybody on the first lap and coasted the rest of the way for the win.

Middleweight rubber sidecar class action featured National and State champs Rick Kearns/Randy Putze's Yamaha pushing past fast starters Todd and Pamela Cunningham on the back straight for the win. Father and son Dick and George Ranney piloted a rare left-hand hack to third place.

Results

65: 1. Ryan Allen (Yam); 2. Darren Palmer (Hon).

85 7-11: 1. Mark Bradley (Hon); 2. #31W; 3. Matt Schoonover (Yam).
85 12-15: 1. Joey Phelps (Kaw); 2. Todd Piechowski (Kaw); 3. Chris Anthes (Suzj).
125: 1. Brad Lowe (Kaw); 2. Brent Armbruster (Yam).
200: 1. Curtis Stapert (Kaw); 2. Tracey Westbrook (Yam); 3. Kirk Ludlow (Kaw).
250 B: 1. Jeff Chapko (Hon); 2. Doug O'Boyle (Yam); 3. Eric Froncek (Kaw).
250 A: 1. Brad Lowe (Kaw); 2. Dave Rabinette (Kaw); 3. Tom Brettrager (Hon).
500 B: 1. Dave Collins (C-A); 2. Eric O'Boyle (Yam); 3. Greg Sims (Yam).
500 A: 1. Craig Pickett (Yam); 2. Rick Benjamin (Hon); 3. Jon Collins (C-A).
OPEN: 1. David Graebner (C-A); 2. Jeff Armbruster (Yam); 3. Jarvis Kapplinger (Tri).
PRO: 1. Craig Pickett (Yam); 2. Jon Collins (C-A); 3. Dan Koelsch (Rtx).
SR: 1. John Warren (Hon); 2. Dan Crawford (C-A); 3. Gerhard Kohler (Hon).
250 RUBBER: 1. Joe Buckley (Yam); 2. Ron Dodd (Hon); 3. Wiltz Wagner (Hon).
OPEN RUBBER: 1. Leo Anthony (Hon); 2. George Ranney (Yam); 3. Joe Buckley (BSA).
SIDECARS
360 RUBBER: 1. Sparling/Vandenberghe (Hon); 2. Putze/Kearns (Hon); 3. Gramzow/Wahl (Hon).
500 RUBBER: 1. Kearns/Putze (Yam); 2. Cunningham/Cunningham (Hon); 3. Ranney/Ranney (Yam).
OPEN RUBBER: 1. Leo Anthony/Mosher (H-D); 2. Nugent/Nugent (Yam); 3. Randolph/Cope (Hon).
250 STUDDED: 1. Laponsey/Ayers (Suz); 2. Willis/Steinhoff (Hon); 3. Woodward/Sangster (Hon).
500 STUDDED: 1. Root/Murray (Yam); 2. Korchak/Haranda (Yam); 3. Laponsey/Ayers.
OPEN STUDDED: 1. Rutledge/Burgess (Kaw); 2. Lyons/Lyons (Kaw); 3. Root/Murray (Kaw).

Way beats OT Masters at DeAnza

By Bob Alloy

SUNNYMEAD, CA, JAN. 17

Despite near freezing temperatures, 34 brave Old Timers bundled up to do battle at DeAnza Cycle Park. The track was frozen over at practice time which made things particularly challenging.

The first OT Masters/Expert moto saw Alan Rohrabauier battle his way to victory. Joe Brown captured second, and Richard Bealer gassed it to third.

Ron Way, riding his Honda, charged his way up through the pack and captured first place in the second moto. Bealer moved up from third in moto one to a second-place finish in moto two, while John White put his Honda into third.

Expert David Breetwor riding an ATK, blasted into the lead, and for the next 10 laps, dominated the action with a huge lead over all other competitors. The second moto didn't fare so well for Breetwor who was forced into a bank. He stalled his engine and had to start all over again. Breetwor's loss was Keeton's gain with his first-place winning action. Buzz Moeller moved in with second.

Novice Dick Doyle, riding 1987 YZ250, out-maneuvered all competitors in both motos for first overall. Barry Simon gave Doyle a real good battle but had to settle for second and a second overall.

Results

MSTR: 1. Ron Way (Hon); 2. Richard Bealer (Yam); 3. Joe Brown (Hon).
EX: 1. Jim Keeton; 2. Skip Skinner.
AM: 1. DeWayne Boyer; 2. Jim Hollon (Suz).
NOV: 1. Dick Doyle (Yam); 2. Barry Simon (Hon).
NOV B: 1. Larry Escamilla (Hon); 2. Marland McMannus (Yam).

DeLang scores at New Year's GP

By David A. Procida

SAN BERNARDINO, CA, JAN. 18

A very large turnout of riders showed up for CRC's first Grand Prix of the new year. The Beginner class alone had almost 60 riders competing and everyone wanted the first place trophy to take home, however David DeLang took command early in the race and nailed down the win.

Greg Pursley was hot on DeLang's heels in the early stages of the race. This battle lasted only one lap as Pursley lost control of his Kawasaki in the first turn sweeper. This left the door open for Bryan Oliver to chal-

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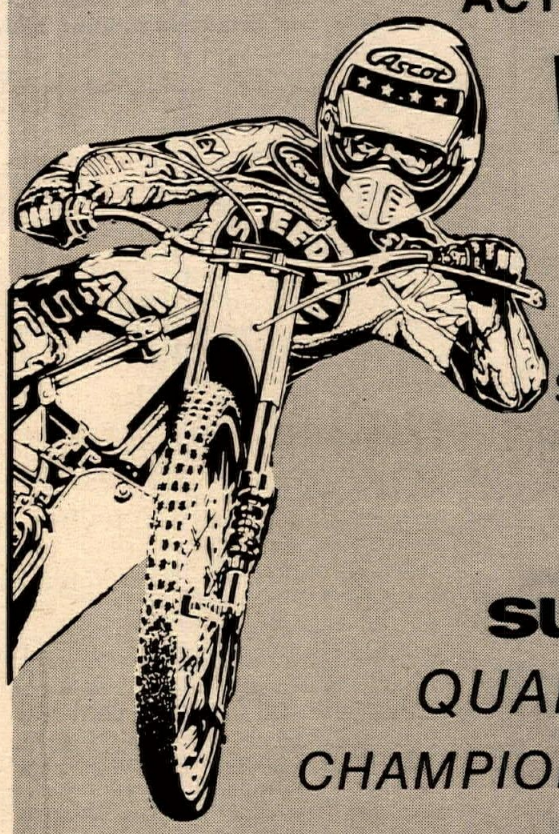

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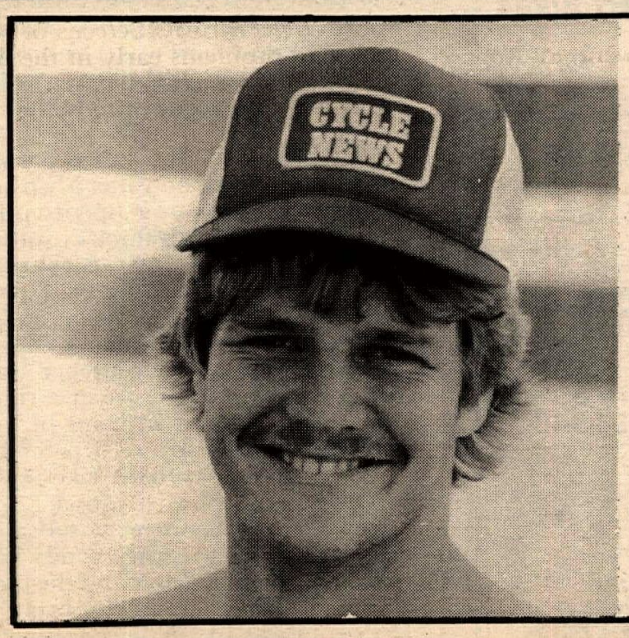

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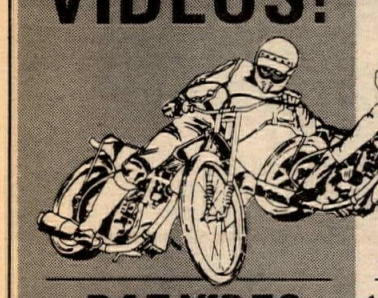

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Ron Sherman banks his Honda around the first turn at the CRC's New Year's Grand Prix held at Glen Helen Park in California.

lenge DeLang but on the very next lap Oliver dumped his bike in the scoring chicane.

The second place spot was then inherited by the Honda of Rodney Jensen with Pursley closing in on him. Coming up in forth on a 500cc KTM was Darryl Johnson, behind him Ron Kellman on a Yamaha YZ 490 had worked his way up from last into the fifth place slot, which he held down until a fading clutch dropped him back in the pack.

Back at the front DeLang continued to stretch his lead on the second place rider Pursley and in third, Mitch Burnett, which is the way they finished.

Beginner 250cc action had Len Sellers coming out of the fourth place in the first turn to take an early lead with Honda-mounted Nick Civello and Joe Buckner rounding out the top positions.

On lap three Rodney Jensen had worked his way up through the masses to challenge Sellers only to disappear on the following lap. At the checkered flag first place honors went to Rich Choviward who had slipped by the leaders unnoticed, with Joe Buckner and Len Sellers capturing the top three positions.

In 125cc Beginner action Hi-Desert Kawasaki's Warren Wilson took an early lead which he also lost to Honda-munted Mike Cosaert with Bob McDaniel capturing second. Third place honors went to Saddleback Suzuki's Shawn McElvogue on a 1984 RM125.

In the Womens Race Novice Tina Zahrt's Honda was the first bike into turn one with FMF-sponsored Lori Hedstrom right behind, in third was Terry Cable's Kathy Jo Ehrp. Suffering from a poor start was the number one plate holder in the Women's division Kawasaki-mounted Mindy Smith.

Hedstrom picked off Zahrt coming down the hill and soon after Ehrp got by Zahrt also. Hedstrom opened up a large lead and by lap three the other Novice Women were far behind. However Smith had charged past both Zahrt and Ehrp and had set her sights on Hedstrom's Yamaha YZ250.

Hedstrom was working her way through slower traffic when a rider changed lines right in front of her causing Hedstrom to go down. Smith caught Hedstrom with her bike down and took over the lead for good. Ehrp closed the gap between herself and Hedstrom down to eight seconds, but could not get any closer and the race ended with Smith getting the overall, Hedstrom was first Novice followed by Ehrp and Zahrt.

Results

60 0-8: 1. Josh Wilson; 2. Keny Terracciano.
60 9-11: 1. Terry Parsons; 2. Chuckie Enscoe; 3. Jake Bryant.
80 INT: 1. Damon Huffman (Kaw); 2. Joey Tokarsky (Yam).
80 NOV: 1. Eric B. Chavira; 2. Jeff Ratzloff (Hon); 3. Patrick McElvogue (Suz).
80 BEG: 1. Richard Walsh; 2. Aaron Wenstrup (Yam); 3. Owen Dickson (Yam).
125 BEG: 1. Mike Cosaert (Hon); 2. Bob McDaniel; 3. Shawn McElvogue (Suz).
250 BEG: 1. Rick Chovinard; 2. Rodney Jensen (Hon); 3. Len Sellers (Hon).
500 BEG: 1. David DeLang (Hon); 2. Greg Pursley (Kaw); 3. Mitch Burnett.
125 NOV: 1. W. Kirk Page; 2. Bruce Delgado; 3. BRian Sanchez.
250 NOV: 1. Chris Leiker (Yam); 2. Chuck Glinter (Hon); 3. Philip Wurster (Hon).
500 NOV: 1. Mike Sullivan (Hon); 2. Arthur L. Foreman (Hon); 3. Dave Simon (KTM).
125 INT: 1. Levi Noble; 2. Jamie Morabito; 3. Scott Murphy (Hon).
250 INT: 1. Ron Thomas; 2. Todd Brossard (Yam); 2. Peter Buggle (Kaw).
500 INT: 1. Ron Lawson; 2. Dave Fernandez; 3. John Adams (Hon).
125 PRO: 1. Mike Pascarella; 2. Jimmy Palmer; 3. Brett Duncan (Yam).
250 PRO: 1. Bob Kline (Hon); 2. Ted Hoyt (Yam); 3. Rod Richardson.
500 PRO: 1. Greg Blackwell (Hon); 2. Dan Ashcraft (Hon); 3. Randy Morales (Hon).
WOMEN AM: 1. Mindy Smith (Kaw).
WOMEN NOV: 1. Lori Hedstrom (Yam); 2. Tina Zahrt (Hon); 3. Kathy Jo Ehrp.
VET BEG: 1. Russell Davis (Yam); 2. Sam Lupear (Suz); 3. Steve Carter.
VET NOV: 1. Bill Andrews; 2. Mark Lenke (Yam); 3. Rick Roberts (Yam).
VET INT: 1. John Adams; 2. Ken Dickson (Hon); 3. Chuck Duraz.
VET EX: 1. Ken Ellers; 2. Barry Porter (Hon); 3. Danny Sanchez (Hon).
SR BEG: 1. Curt Healzman; 2. John R. Ellenberger (Yam); 3. Dick Lake.
SR NOV: 1. Bill Hensches Sr.; 2. Mike Goodwin (Suz); 3. Ralph Dickson (Yam).
SR INT: 1. Jack Allen; 2. Ray Wright (Kaw); 3. Rick Haslett (Hon).
SR EX: 1. Ken Ratzloff (Hon); 2. Jim Berry (Yam); 3. Peter Byrk.

Hicks smokes Perris MX

By Terry Whytal

PERRIS, CA, JAN. 10

Honda support rider Jeff Hicks completely dominated Pro action today, at Perris Raceway.

It all began with the drop of the gate in the first moto when Hicks blasted into the early lead ahead of Honda riders Luc DeLey and Mark Brooks. While Hicks ran away and hid, DeLey and Brooks battled fiercely over second place, and when the checkered dropped, it was Hicks way out in front, followed by DeLey, who just edged out Brooks.

Once again, Hicks dominated the second round of racing, while DeLey and Brooks argued over second place. But like the first moto, there was no stopping Hicks who charged to his second win in a row. DeLey held off Brooks for second overall.

Probably the most exciting racing of the day took place in the 125cc

Intermediate class with four riders dicing for the lead. Positions changed often throughout both motos and finishing positions were nearly inverted from the first to the second motos. When the dust had settled, the overall win went to Yamaha pilot Rick Flores, followed by a pair of Kawasaki riders B.J. Millspaugh and Randy Danylo, with Honda-mounted Vicky Jackson rounding out the top four.

Results

250 PRO: 1. Jeff Hicks (Hon); 2. Luc DeLey (Hon); 3. Mark Brooks (Hon).
125 PRO: 1. Jim Perry (Hon); 2. Wade Park (Kaw); 3. Robert Sheldon (Yam).
OPEN NOV: 1. Lance McRoberts (Hon); 2. John Chambers (Yam); 3. Chuck Hinkle (Kaw).
250 NOV: 1. Steve Lawler (Yam); 2. Tracy McMillan (Hon); 3. Jeff DelVellar (Hon).
125 NOV: 1. Mike Norman (Hon); 2. Greg Mayer (KTM); 3. Bruce Kamis (Yam).
VET EX: 1. George Kohler (Hon); 2. Willie Amaradio (Yam); 3. Rich Eirstedt (Kaw).
VET INT: 1. Glen Egbert (Hon); 2. Ron Way (Hon); 3. Steve Clark (Hon).
VET NOV: 1. Rodny Stark (Yam); 2. Jeff Minderhout (Hon); 3. Bobby Hudson (Hon).
250 BEG: 1. Robert Sperling (Hon); 2. Thomas Valenzuela (Mai); 3. Mark Burns (Yam).
125 BEG: 1. Kris Tarbet (Cag); 2. Chris Walker (Hon); 3. Jason Linder (Kaw).
80 NOV: 1. Dennis Briggs (Yam); 2. David Gualazzi (Kaw).
80 BEG: 1. Timmy Olson (Yam); 2. Ryan Tarbet (Kaw); 3. Nakoma Draz (Yam).

Stevens takes Clark Co. AX

By Derryl Anderson

RIDGEFIELD, WA, JAN. 16

Honda-mounted Kurt Stevens edged out Chris Clark for the overall win in the 250cc B class at Clark County Fairgrounds today, for the opening round of the Arenacross Motorcycle Series.

In the first moto, Stevens stole the holeshot ahead of Brian Hall, Clark, Todd Devore, Mike Hickman and Mike Anderson. Hall was all over Stevens lap after lap but couldn't find an opening. Twenty yards back was Clark and Devore. Stevens and Hall eventually enlarged their advantage over the rest of the pack to about 60 yards by the time the checkered flag appeared, so at the finish it was Stevens taking the win followed by Clark, Hickman, Devore and Anderson.

In the final moto, Town Center Yamaha's Hickman nailed the holeshot ahead of Stevens, Hall, Clark, Devore and Anderson. By the second lap, Stevens had taken the lead away from Hickman and went on to an eventual 30-yard lead on the pack. On lap four, Devore went down and restarted in last place. Hickman had a decent-size lead over Hall and Devore, followed a ways back by Clark. At the finish it was Stevens, Hickman, Hall, Clark, Anderson and Devore.

Ken Fuller grabbed the holeshot in the first 125cc C moto while Shawn Colangelo, Jeff Ossman, Wayne Horne and Tricia Lyons pursued. During the second lap, Ossman slid under Colangelo for second place. Positions remained much the same down to the wire with Fuller winning over Ossman, Colangelo, Horne and Lyons.

In their final outing, Colangelo clawed his way through the whoops and into the lead followed by Fuller, Ossman and Lyons. Colangelo gradually built up a 20-yard lead which he kept right down to the finish ahead of Fuller, Ossman and Lyons.

Results

WEE PEE WEE: 1. Jessica Kirkman; 2. Jim Kirkman.
PEE WEE: 1. Mike Fetty.
MINI C: 1. Ryan Anderson.
MINI B: 1. Adam West.
125 B: 1. Ed Jensen.
125 C: 1. Ken Fuller; 2. Shawn Colangelo.
250 C: 1. Mike Hickman.
250 B: 1. Kurt Stevens; 2. Chris Clark/
500 C: 1. Don Beoespflug; 2. Jay Terry.
125 PRO: 1. Mike Bell; 2. Grayson Hart.
250 PRO: 1. Scott Tyler.
500 PRO: 1. Scott Tyler; 2. Darell Davis.

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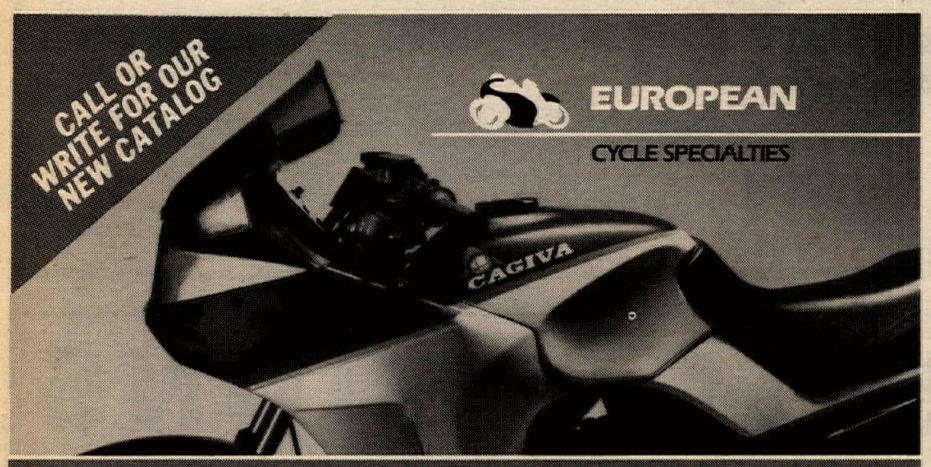

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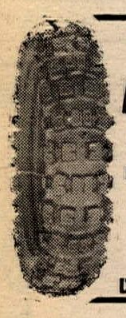

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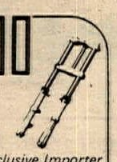

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Shipley tops at Canyon MX

By Michael Ross

PHOENIX, AZ, JAN. 18

Randy Shipley took the overall win Saturday in the 125cc Amateur class on his Honda House-sponsored CR125. Shipley took second behind Brent Wineland in moto one and the second moto win to earn the overall.

Shipley grabbed the second moto holeshot with Paul Bowman and Wineland in hot pursuit. Wineland double jumped past Bowman on lap three to take second. Wineland was right on Shipley's rear fender for the remainder of the race. Wineland tried everything he knew to get around Shipley but Shipley never made any mistakes and kept Wineland at bay to take the moto win and the overall. Bowman finished a distant third.

Chip Young claimed the 125cc Novice class with a first moto win over Kevin Carpenter and a second place finish in moto two.

Young easily took the first moto, but moto two saw Alan Myrick lead the way, with Myrick out front, Bill Sparpara in second and Alan Holcomb in third. The PJ-1/Scott and Young Cycle Supply-sponsored Young motored past Holcomb on lap four and stuffed his way past Sparpara on the last lap to claim second place and the overall. Sparpara took second overall with a 3-3 tally while Holcomb claimed the third place trophy with a 4-4 finish.

Results

PEE WEE: 1. William Jefferies (Yam); 2. Scott Young (Hon).
JR CYC: 1. Jimmy Mokry (Kaw); 2. Jason Matthews (Kaw); 3. B.J. Parrish (Kaw).
MINI BEG: 1. Jason Matthews (Kaw); 2. B.J. Parrish; 3. Mike Paterno (Hon).
MINI NOV STK: 1. Jimmy Mokry (Kaw); 2. Jason Tietz (Suz); 3. Darren Donaldson (Suz).
125 BEG: 1. Scott Baryon (Kaw); 2. John Hark (Hon); 3. John Miller (Hon).
OPEN AM: 1. Jim Renner (Kaw); 2. Rick Hinchliff (Kaw).
EX: 1. Brian Pryor (Kaw); 2. Gary Capozzoli (KTM).
125 NOV STK: 1. Chip Young (Hon); 2. Bill Sparpana (Hon); 3. Alan Holcomb (Hon).
125 AM STK: 1. Randy Shipley (Hon); 2. Brent Wineland (Hon); 3. Paul Bowman (Yam).
250 BEG: 1. Bub Bullis (Hon); 2. Keith Noyes (Kaw).
250 AM: 1. Deano Cowan (Hon); 2. Jim Renner (Hon); 3. Howard Dendy (Hon).
OPEN NOV: 1. Joey Reed (M-S); 2. Keith McKinney (Hon); 3. Bart Black (KTM).
OT: 1. Dave Burns (Yam); 2. Clay Davies (Hus); 3. Mike Stanley (Hon).

Hendon wins Centerville HS

By Curt Comer

CENTERVILLE, TN, JAN. 11

One hundred sixty-two riders entered this fifth round of the Mid-South Winter Hare Scrambles Series, hosted by the Don Thava Factory Works M/C Club at Bowman's Farm. The day began with the youth classes competing on a grass-track course laid out near the pit area. With temperatures of around 30 degrees, and a dusting of snow on the ground, it was slippery going.

Shortly after noon, the adults started with Tony Hendon leading the Pro class into the woods. Hendon and his Yamaha remained unchallenged throughout the event. Pat Hatcliff, riding a Honda CR 125, was riding in second place until the final lap when Husky-mounted Terry Mealer overtook him to claim the runner-up position. Pro motocrosser Kevin Foley was gaining ground every lap and looked to be set for a top three finish when the engine on his Honda XR350 locked up. This left Richard Dunn and Gary Copeland to round out the top five.

The Open class battle saw Steve Ezel take the class win over Mark Hosbach. The competitive 250cc class was won by Larry Surles over series points leader Ken Joyce. Mark Boyd was top in the Four-Stroke class when Sammy Paulk's Honda XR250 dropped a valve. Cycle Village's Emett Cox was the first Super Senior followed by Charles Galbreath.

Results

PRO: 1. Tony Hendon; 2. Terry Mealer; 3. Pat Hatcliff.
OPEN: 1. Steve Ezel; 2. Mark Hosbach; 3. Bill Easter.
250: 1. Larry Surles; 2. Ken Joyce; 3. David Bivens.
200: 1. Kevin Carr; 2. Kevin Berry; 3. Danny Markham.
125: 1. Jeff Austin; 2. Ray Brazier; 3. Glenn Cook.
4-STRK: 1. Mark Boyd; 2. Mike Taylor; 3. Bobby Durham.
SR: 1. Carl Huffine; 2. John Giles; 3. Jesse Carter.
SS: 1. Emett Cox; 2. Charlie Galbreath; 3. Larry Hayes.
HEAVY TRAIL: 1. Mark Thurman; 2. John McMahan; 3. Rick Clark.
LIGHT TRAIL: 1. Sam McNichols; 2. Dale Stallings; 3. Mark Pritchett.
AGE 12-14: 1. Rodney Stillings; 2. Brandon Fortune; 3. Trevor Giles.
AGE 8-11: 1. Donald Wolf; 2. Dustin Barnes; 3. T.J. Friedli.
AGE 7 & UNDER: 1. Derek Wolf; 2. Kevin Casey; 3. Thomas Ray.

Conley shines at Marysville MX

By Leo Trombley

MARYSVILLE, CA, JAN. 18

The 250cc Pro race was the sparkler of an 11 race program at the Marysville "E" Street track today. Sean Conley captured a first overall, but only after two very exciting and competitive motos.

In moto one, Conley powered his Kawasaki to the holeshot, but lost the lead to Honda rider Clayton Blood after completing the 180-degree hookback turn around an oak tree. With Blood in first, Conley in second, Yamaha mounted Jen Green followed closely in third. After completing the first lap, Green was passed at the levee jump by Mickey O'Shaughnesy on a CR.

In the meantime, Jimmy Robertson, who had gotten a terrible start, was threading his way through the pack to take over fifth on his Honda. Robertson took Green through the deep sand and started moving on O'Shaughnesy. Midway through the second lap, as they approached the start gate drop-off, Robertson outjumped O'Shaughnesy, making a midair pass and appropriated third. Conley continued to push on Blood, looking for an opening to get by.

The order remained the same through the last lap, when Conley began reducing the five second lead that Blood held to three, then two and finally less than one second. As they hit the last right hand berm before the finish line, the bikes looked as if they were welded together. Blood refused to give in and held on for the win.

At the drop of the gate for the second moto, the closest any of the first moto leaders were able to get to a holeshot was Conley and his green machine in fourth spot. By the time the riders came back into view, Robertson had muscled his Honda from back in the pack into third, Conley was still fourth and Blood was way back in eighth. Robertson used the soft sand section of the track to his advantage and moved into second. Conley, not to be out done, stayed with Robertson and hustled himself into third.

Blood, who had moved up to sixth, used the levee jump to out-distance O'Shaughnesy and pick off fifth. Midway through the third lap, Robertson passed KX rider Butch Stillmock, taking over first. Conley, in third, positioned himself within six feet of second place Stillmock and continually pressed. The tactic paid off when

Conley was able to take a faster line on an uphill jump and snag second place.

With Robertson and Conley in first and second, Green and Blood were dicing it out for fourth and fifth. Green's Yamaha and Blood's Honda hit the levee jump in a dead heat. Both cleared the jump and landed side-by-side, diving into a 90-degree left hand turn. Blood stayed on the gas just a fraction longer, ripping out a highside line to muscle himself into fourth.

On lap five, Conley began closing on Robertson while Blood was setting his sights on third place O'Shaughnesy. By lap six, Conley appeared to be wired to the rear of Robertson's machine. As they hit the starting gate drop-off, Conley made a move and passed Robertson on an uphill right turn. Robertson used the next turn to regain the lead, while Conley dropped back slightly and held his position. Blood completed a pass on an up-hill jump and captured third. The drop of the white flag saw all three holding their positions. Conley sat back and bided his time until the last turn before the finish line.

Robertson and Conley hit the big, right hand berm almost together. Conley went high and Robertson went low, with Conley coming out slightly in front. As they hit the short double jump, Robertson got on it just a little harder and moved back into first. With less than 50 yards to go to the finish and only a small drop-off ahead, Robertson took the smoother right hand side of the track, leaving Conley the more difficult left side. Robertson entered the drop-off first, but somehow Conley managed to get through it faster to hit the checkers and win by less than half a bike length. The first person to congratulate Conley on a spectacular win was Robertson.

The final placings for the day had Sean Conley first overall, Clayton Blood second with a 1-3 and Jimmy Robertson third with a 3-2. •

Results

MINI 60: 1. Jason Harrison (Yam); 2. Jarred Packard (Kaw); 3. Jerry Harvey (Kaw).
MINI BEG: 1. Greg Church (Hon); 2. Jagen Kim (Hon); 3. Mark Weldy (Kaw).
MINI JR: 1. Michael Stanton (Kaw); 2. Shawn MacDonald (Hon); 3. Jim Keeney (Hon).
125 BEG: 1. Fred Norstrom (Hon); 2. Trevor Thomas (Hon); 3. Jim Martin (Hon).
125 JR: 1. Patrick Latz (Kaw); 2. Mark Whylidko (Hon); 3. Chris Phillips (Kaw).
125 INT: 1. Mark Meyers (Hon); 2. Steve Edwards (Yam); 3. Bill Pearson (Suz).
125 PRO: 1. Dean Matson (Hon); 2. Dave Coupe (Ho); 3. Rodney Harriger (Kaw).
250 BEG: 1. David Bringht (Hon); 2. Kevin Elzora (Hon); 3. Scott Pill (Hon).
250 JR: 1. Mike Menning (Hon); 2. Bruce Higgins (Hon); 3. Jeff Baldwin (Yam).
250 INT: 1. Gary Morris (Hon); 2. Dennis Redding (Hon); 3. Ron Day (Hon).
250 PRO: 1. Sean Conley (Kaw); 2. Clayton Blood (Hon); 3. Jimmy Robertson (Hon).
OPEN BEG: 1. John Harris (Hon); 2. Brad Ceo (KTM); 3. Douglas Single (Hon).
OPEN JR: 1. Mark Baldry (Hon); 2. Bob Schield (Hon); 3. Craig Burt (Hon).
OPEN INT: 1. David Montgomery (Hon); 2. Creighton Todhunter (Yam); 3. Wayne Rognna (Hon).
OPEN PRO: 1. Kelly Andris (Hon); 2. Bobbie Hadlock (Hon); 3. Ron LaPointe (Yam).
VET JR: 1. W. Galindo (Hon); 2. Royce Windham (Kaw); 3. Mike Costello (Kaw).
VET INT: 1. Ed Steck (Kaw); 2. Jim Galatioto (Hon); 3. Mike Bungay (Yam).
VET EX: 1. Bill Jamerson (Hon); 2. Jim Dallhra (Hon); 3. Bob Dunn (Hon).
OT JR: 1. Bill Kugler (Hon); 2. Jim Swanson (Hon); 3. Kid Whitnack (Hus).
OT INT: 1. Wayne Johnson (Kaw); 2. Bob Jackson (Kaw); 3. Frank Trier (Hon).
OT EX: 1. Richard Schilling (Hon); 2. Terry Sage (Yam); 3. Jim Monegan (Hon).

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IN CONSIDERATION OF permission to enter for any purpose the NON-PUBLIC AREA (defined as any area to which admission is not open to the general public, including but not limited to, pit areas, judging areas, special promotional areas, racing surfaces, walkways, officials' and participants' areas, etc.) of the above location, and/or in further consideration of permission to observe and/or participate in the above-described event in any capacity whatsoever, I hereby understand and agree as follows:

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2. I ASSUME FULL RESPONSIBILITY FOR AND THE RISK OF loss, damage or injury (including death) of whatsoever kind, nature or description that may arise to my person and property notwithstanding any negligence of the American Motorcycle Association, its officers, trustees, employees and agents, event officials, promoters, sponsors, motorcycle owners, riders, mechanics and pit crew, and owners and lessees of premises used in connection with the event, and each of their respective employees and agents, while I am for any reason in the NON-PUBLIC AREA, because I enter the NON-PUBLIC AREA voluntarily and upon reliance of my own judgment and ability and knowledge of the risks and hazards to myself and property while entering, upon and departing such area.

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If any portion of this Release, Assumption of Risk and Indemnity Agreement is held invalid, the balance shall notwithstanding continue in full legal force and effect.

I HAVE READ AND VOLUNTARILY SIGN THIS RELEASE, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, and I certify that no oral representation, statements or inducements apart from the foregoing written agreement have been made.

I HAVE READ THIS ENTRY BLANK AND AGREE TO THE ABOVE CONDITIONS.
(Sing In Ink)
Rider's Signature _____ Rider's Age_____

IF RIDER IS UNDER 18 YEARS OF AGE, PARENT OR GUARDIAN MUST SIGN AND HAVE ENTRY BLANK NOTARIZED BY OFFICIAL NOTARY PUBLIC FOR PERMISSION TO RIDE.
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Mail Entries To:
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Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

3/8	RR/Daytona, FL
5/3	Mile/San Jose, CA
5/16-17	RR/Braselton, GA
5/30	HM/Louisville, KY
6/6-7	Brainerd, MN
6/20-21	RR/Loudon, NH
6/27-28	RR/Elkhart Lake, WI
7/18	HM/Parkersburg, WV
7/26	Mile/DuQuoin, IL
8/1-2	RR/Lexington, OH
8/8-9	*RR/Memphis, TN
8/16	TT/Peoria, IL
8/22-23	RR/Portland, OR
8/29-30	RR/Sonoma, CA
9/6	Mile/Springfield, IL
9/12	Mile/Syracuse, NY
9/26	HM/Gardena, CA
10/3	Mile/Sacramento, CA

* Tentative

AMA Grand National Championship Dirt Track Series

4/4	Mile/Sacramento, CA
4/11	HM/Gardena, CA
*5/3	Mile/San Jose, CA
5/9	TT/Gardena, CA
5/24	Mile/Springfield, IL
*5/30	HM/Louisville, KY
6/5	TT/Hinsdale, IL
6/14	TT/Peoria, IL
6/27	HM/Lima, OH
7/5	HM/Middletown, NY
7/12	HM/Hagerstown, MD
*7/18	HM/Parkersburg, WV
*7/26	Mile/DuQuoin, IL
*8/16	TT/Peoria, IL
8/21	HM/Hamburg, NY
*9/6	Mile/Springfield, IL
*9/12	Mile/Syracuse, NY
9/20	Mile/San Jose, CA
*9/26	HM/Gardena, CA
*10/3	Mile/Sacramento, CA

*Camel Pro

AMA National Championship Hare Scrambles Series

2/22	Beinville, LA
3/4	Cocoa, FL
3/29	Hurricane Hills, TN
4/5	Cadiz, KY
4/26	Redding, CA
5/17	Bruceton Mills, WV
5/31	Belleview, ID
7/26	Burr Oak, IN
8/9	Columbia, VA
8/21	Millville, MN
10/11	Sanford, NC
10/18	Lynnville, IN

AMA National Championship MX Series

3/1	Gainesville, FL
3/22	Sacramento,CA
5/17	Southwick, MA
5/24	Mt. Morris, PA
5/31	Anderson, SC
6/7	Denver, CO
6/14	San Antonio, TX
7/5	Buchanan, MI
7/12	Axton, VA
8/2	Binghamton, NY
8/9	Troy, OH
8/23	Millville, MN

AMA/Insport Supercross Series

2/7	Houston, TX
2/14	San Diego, CA
2/21	Miami, FL
3/7	Daytona, FL
3/14	Phoenix, AZ
3/28-29	Seattle, WA
3/31	Anaheim, CA
4/4	Dallas, TX
4/11-12	Pontiac, MI
4/18	Atlanta, GA
4/25	Tampa, FL
5/5	Minneapolis/St. Paul, MN
5/31	New York, NY
6/27	Boulder, CO
7/25	Los Angeles, CA

*Tentative

AMA ISDE Reliablity Qualifier Series

3/21-22	Texas
5/23-24	Massachusetts
6/6-7	Michigan
6/20-21	Oregon
6/27-28	Washington

World Championship Road Race Series

3/29	Japan
4/26	Spain
5/17	W. Germany
5/24	Italy
6/7	Austria
6/21	Yugoslavia
6/27	Holland
7/5	Belgium
7/19	France
8/2	England
8/9	Sweden
8/23	Czechoslovakia
8/30	San Marino
9/13	Portugal
9/27	Brazil
10/4	Argentina

World Championship Observed Trials Series

2/15	Belgium
3/8	Spain
3/22	England
3/28	Ireland
5/24	W. Germany
5/31	France
6/21	Bodine, PA
7/7	Austria
7/19	Italy
8/30	Czechoslovakia
9/6	Switzerland
9/13	Sweden

World Championship 250cc MX Series

4/12	Belgium
4/26	Portugal
5/10	England
5/17	Holland
5/31	Czechoslovakia
6/21	Yugoslavia
6/28	San Marino
7/5	France
7/19	HOLLISTER,CA

World Championship 125cc MX Series

4/5	Holland
5/3	Belgium
5/10	Italy
5/17	Czechoslovakia
5/24	Bulgaria
6/28	France
7/4	Ireland
7/12	Switzerland
7/26	Finland
8/2	Germany
8/16	DELMONT, PA
8/30	Austria

World Championship 500cc MX Series

4/5	Spain
4/12	France
4/26	Austria
5/10	Finland
5/17	Sweden
5/31	Germany
6/14	Italy
7/12	England
7/19	Holland
8/2	Belgium
8/9	Luxembourg
8/30	Switzerland

World Championship Endurance Road Race Series

5/10	Portugal
5/24	England
6/21	Italy
6/28	Austria
7/26	Japan
8/15-16	Belgium
8/30	Germany
9/6	Spain
9/19-20	France

World Championship Speedway Final

9/5-6	Holland

World Championship Speedway Pair Final

6/28	Czechoslovakia

International Six Days Enduro

9/21-26	Poland

Motocross des Nations

9/13	Unadilla, NY

Trial des Nations

9/20	Finland

RMTA National Trial Series

5/16	Globe, AZ
5/17	Globe, AZ
5/23	Temecula, CA
5/24	Temecula, CA
6/13	Wrenthum, MA
6/14	Cayuta, NY
6/20	Williamsport, PA
6/21	Williamsport, PA
9/5	Thielman, MN
9/7	Port Huron, MI

AMA/NATC National Championship Observed Trials Series

5/16-17	Globe, AZ
5/23-24	Temecula, CA
6/13	Wrentham, MA
6/14	Cayuta, NY
6/20-21	Bodine, PA
9/5	Thielman, MN
9/7	Port Huron, MI

Dragbike! National Championship Series

2/28-3/1	Hollywood, FL
4/4-5	Phoenix, AZ
4/4-5	Atlanta, GA
4/25-26	Dallas, TX
5/16-17	Syracuse, NY
5/29-30	Milan, MI
6/27-28	TBA.
7/18-19	Spokane, WA
8/1-2	Cordova, IL
8/5-7	Sturgis, SD
8/14-15	Albany, NY
8/29-30	Fremont, CA
9/5-6	Delmar, DE
9/12-13	Columbus, OH
9/19-20	Lubbock, TX
9/26-27	Bradenton, FL
10/10-11	Palmdale, CA
10/17-18	Darlington, SC
10/25	W. Palm Beach, FL
11/21-22	Gainesville, FL

Florida February MX Series

2/8	Dade City, FL
2/14-15	Jacksonville, FL
2/22	Cocoa, FL

Sabine Enduro Circuit Series

2/22	String Prairie, TX
4/5	Thurber, TX
4/19	Fort Hood, TX
5/24	Saline, LA
6/7	Prescott, AR

Florida Trials Association Series

2/28	Crooms, FL
3/1	Hernando, FL
3/22	Hernando, FL
4/12	Crooms, FL

F.T.R. Championship Hare Scramble Series

2/15	Titusville, FL
3/29	W. Palm Beach, FL
4/12	Lake Placid, FL
5/31	Titusville, FL

Bud Light Texas Arenacross Series

2/20	Odessa, TX
3/6	San Antonio, TX

SCORE Int'l Off-Road Series

4/3-5	Great Mojave 250 Lucerne Valley, CA
6/5-7	Baja Internacional Ensenada, Mexico
8/14-16	Off-Road C'ships Riverside, CA
11/6-8	Baja 1000 Ensenada, Mexico

HDRA Championship Series

3/6-8	Las Vegas, NV
5/7-10	Mint 400 Las Vegas, NV
7/3-5	Barstow, CA Fireworks 250 Barstow, CA
9/11-13	Frontier 500 Las Vegas, NV

Willow Springs Formula USA

Series

4/4-5	Rosamond, CA
5/2-3	Rosamond, CA
6/6-7	Rosamond, CA
9/5-7	Rosamond, CA
10/1-4	Rosamond, CA
10/31-11/1	Rosamond, CA

CMC Dodge Truck/Golden State Nationals Series

2/14-15	Adelanto, CA
2/21-22	Brentwood, CA
2/28-3/1	Fresno, CA

*Saturdays Sportsmen, Sundays Pro

Canadian National Supercross Series

5/29	Montreal
5/30	Montreal
6/12	Toronto

SE&TRA Championship Enduro Series

2/8	Sumter, SC
2/22	Delta, AL
3/1	Pelion, SC
3/8	Palatka, FL
3/15	Athens, GA
3/29	Abbeville, SC
4/12	Greenville, SC
4/19	Franklin, GA

SE&TRA Championship Hare Scrambles Series

3/22	Sumter, SC
4/5	Billingsley, AL
5/10	Chattanooga, TN
5/24	Morganton, NC

AFM Road Race Series

2/14-15	Willow Springs, CA
3/14-15	Willow Springs, CA
3/28-29	Sears Point, CA
4/18-19	Willow Springs, CA
4/19	Sears Point, CA
5/9-10	Sears Point, CA
6/28	Sears Point, CA
7/4-5	Willow Springs, CA
7/18-19	Sears Point, CA
7/25-26	Riverside, CA
8/15-16	Willow Springs, CA
8/22-23	Sears Point, CA
9/13	Sears Point, CA
9/19-20	Willow Springs, CA
10/10-11	Riverside, CA
10/11	Sears Point, CA
11/14-15	Willow Springs, CA

WERA Championship Road Race Series

Northeast Region

4/11-12	Summit Point, WV
5/2-3	Pocono, PA
6/20-21	Pocono, PA
7/25-26	Nelson Ledges, OH
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
9/26-27	Pocono, PA
10/3-4	Nelson Ledges, OH

Middle Atlantic Region

4/11-12	Summit Point, WV
5/2-3	Nelson Ledges, OH
6/6-7	Summit Point, WV
7/11-12	Rockingham, NC
7/25-26	Nelson Ledges, OH
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
9/12-13	Rockingham, NC
10/3-4	Nelson Ledges, OH
10/17-18	Summit Point, WV
3/31	Anaheim, CA

Southeast Region

3/14-15	Talladega, AL
3/28-29	Savannah, GA
4/18-19	Talladega, AL
5/9-10	Talladega/AL
5/30-31	Savannah, GA
6/20-21	Talladega, AL
7/11-12	Rockingham, NC
8/1-2	Savannah, GA
8/22-23	Talladega, AL
9/12-13	Rockingham, NC
10/3-4	Savannah, GA

North Central Region

4/11-12	Indianapolis, IN
4/25-26	Grattan, MI
5/9-10	Beloit, IL
5/23-24	Grattan, MI
6/13-14	Grattan, MI
7/4-5	Grattan, MI
7/18-19	Beloit, IL
8/15-16	*Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/26-27	*Indianapolis, IN
10/10-11	Grattan, MI

South Central Region

3/21-22	*College Station, TX
4/25-26	*Oak Hill, TX
5/16-17	*Ennis, TX
6/6-7	*Hallett, OK
6/27-28	*College Station, TX
7/18-19	*Oak Hill, TX
8/15-16	*Ennis, TX
9/12-13	*Oak Hill, TX
10/10-11	*College Station, TX

* Tentative

Suzuki GSXR Nat'l Champ. Road Race Series

AFM North

3/28-29	Sonoma, CA
4/18-19	Sonoma, CA
5/9-10	Sonoma, CA
6/27-28	Sonoma, CA
7/18-19	Sonoma, CA
8/22-23	Sonoma, CA
9/12-13	Sonoma, CA

AFM South

2/14-15	Rosamond, CA
3/14-15	Rosamond, CA
4/18-19	Rosamond, CA
5/16-17	Rosamond, CA
7/4-5	Rosamond, CA
7/25-26	Rosamond, CA
8/15-16	Rosamond, CA
9/19-20	Rosamond, CA

CRRC

3/21-22	College Station, TX
5/16-17	Ennis, TX
6/6-7	Hallett, OK
8/15-16	Ennis, TX
9/12-13	Oak Hill, TX

LRRA/AMA CCS

4/4-5	W. Palm Beach, FL
5/2-3	Loudon, NH
5/16-17	Loudon, NH
7/13-14	Loudon, NH
7/19	W. Palm Beach, FL
8/1-2	Loudon, NH
8/15-16	Loudon, NH
9/19-20	Loudon, NH

OMRRA

4/18-19	Portland, OR
5/30-31	Portland, OR
6/21-22	Portland, OR
8/15-16	Portland, OR
9/27-28	Portland, OR

WMRRA

5/17	Seattle, WA
9/13	Seattle, WA

WERA Mid-Atlantic

3/28-29	Savannah, GA
5/2-3	Pocono, PA
6/6-7	Summit Point, WV
7/11-12	Rockingham, NC
7/25-26	Nelson Ledges, OH
8/1-2	Savannah, GA
8/22-23	Summit Point, WV

WERA North Central

5/9-10	Beloit, IL
5/23-24	Grattan, MI
7/4-5	Grattan, MI
8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/26-27	Indianapolis, IN

* Tentative

MRA

5/3	TBA
5/17	TBA
6/7	TBA
6/28	TBA
8/9	TBA
8/23	TBA
9/13	TBA

GSXR Final

10/9-10-11	Riverside, CA

ARRA/Kawasaki/Racer's Supply California RR Series

2/28-3/1	Willow Springs, CA
5/30-31	Willow Springs, CA
6/20-21	Willow Springs, CA
7/18-19	Willow Springs, CA
8/1-2	Willow Springs, CA
8/15-16	Riverside, CA
10/17-18	Willow Springs, CA
10/31-11/1	Riverside, CA
12/6-7	Willow Springs, CA
12/26-27	Riverside, CA

Washington Spring MX Series

2/21	Mabton Dunes, WA
3/8	Horn Rapids, WA
3/15	Horn Rapids, WA
4/12	Horn Rapids, WA
5/3	Horn Rapids, WA

FEBRUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

● Denotes Pro Payback

February 6

CALIFORNIA TT
● AMA/Mike Kidd Prom/Great American Motorcycle Shows. Pro TT & Vintage. Cow Palace, San Francisco. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo. Houston. Info 713/459-1235.

February 7

CALIFORNIA KIDURO
CRC. Barstow-Sidewinder Road. Info 714/689-6114.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522.
NEVADA MOTOCROSS
Round 1 D-26 Championships. Las Vegas MX Park, Las Vegas. Info 702/564-2677.
NEW YORK ROAD RUN
Midnight timed road run. AMA. Crotona MC. Nathan's Park. Lot, Central Ave. - Rt 100. Yonkers. Info 914/946-6622 or 667-7736.

Feb. 7-8

MICHIGAN ICE RACE
Southern MI Ice Race Series. Knight's Wolf Lake Marina, Big Wolf Lake, Napolean. Info 517/547-7564.
NEW YORK ICE RACE
AMA/AATVA. Action Park East. Winter Carnival, Lake George. Info 607/754-0191 or 203/747-4228.
UTAH ICE RACE
Summit Co. MX Assn. City Park Arena, Coalville. Info 801/967-8251.

February 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA HARE SCRAMBLES
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA DESERT RACE
● Team 200. AMA/D-38. Team Threat/FRT Promotion. Yuha. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● CRC. L.A. Co. Raceway, Palmdale Info 213/830-7519.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA ENDURO
CRC. Candy Ass Enduro. Barstow-Sidewinder Rd. Barstow. Info 714/689-6114.
CALIFORNIA HARE & HOUND
36th Annual Moose Run. Four Aces MC. Downtown Fremont Valley. Info 818/998-4935.
CALIFORNIA SCRAMBLES
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
FLORIDA MOTOCROSS
● Florida February Series. Dade City Raceway, Dade City. Info 813/822-8929.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Hillbilly Hills, Roberta. Info 912/836-4234 or 836-4400.
MICHIGAN ICE RACE
AMA. Valley Trail Riders. Bay City. Info 517/754-5842.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MICHIGAN ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW HAMPSHIRE ICE RACE
● Lily Pond, Gilford. Info 603/524-3438 before 9 p.m.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON SHORT TRACK
● SOMA Indoor Series. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.
PENNSYLVANIA POKER RUN
15th Annual Winter P.R. AMA/D-6. Flying Dutchmen MC. Pine Grove. Info 717/385-3515 or 345-8918.
SOUTH CAROLINA MOTOCROSS
AMA Carolina Winter Series. Hell Hole Creek MX, Leesville. Info 803/532-5778 or 532-9241.
SOUTH CAROLINA ENDURO
SETRA Series. 19th Annual Sumter Enduro. Sumter. Info 803/481-9011.
TEXAS MOTOCROSS
● MX Rio Bravo, Houston. Info 713/459-1235.

February 13

TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

Feb. 13-15

MEXICO DESERT RACE

1987 Dodge Truck 11TH ANNUAL GOLDEN STATE™ NATIONALS

"... The ANNUAL CLASSIC CONTINUES"

Dodge Truck · SUZUKI · FIM · CMC · FMF · SCOTT USA · MAXIMA · simons · PRO CIRCUIT RACING · ACERBIS PLASTICA ITALIA · DUNLOP · BRIDGESTONE · KSI

CMC Sportsmen, Round 6
SAT., Feb. 14th, Sunrise Cycle Park, Adelanto, CA
CMC PROS, Round 6
SUN., Feb. 15th, Sunrise Cycle Park, Adelanto, CA

FREE! "DODGE BOYS" Ball Caps to the First 300 CMC Sportsmen through the gate at Sunrise Valley Cycle Park for Saturday's GSN.

CMC Sportsmen, Round 7
SAT., Feb. 21st, Sandhill Ranch, Brentwood, CA
CMC Pros, FINALE
SUN., Feb. 22nd, Sandhill Ranch, Brentwood, CA

The Last CMC Pro GSN Event for the Pro/GSN Points and Purse on Sunday at Sandhill Ranch.

CMC Sportsmen, FINALE
SAT., Feb. 28th, Spinners Airport Raceway, Porterville, CA

Double Series Points on Saturday for this FINAL CMC Sportsmen GNC Event at Spinners Airport Raceway. PLUS . . . All Prizes, Products and Goodies awarded at this event.

NOTE! The Following Classes Will Run On SATURDAY, February 28 at Spinner's Airport Raceway in Porterville: ALL MX SPORTSMEN, 60's, ALL 80's (including Experts), ALL VET & OT's (Except Pros), ALL ATV-3 & ATV-4 CLASSES (Including Pros).

NOTE! All 125, 250 and 500cc Pros and Vet Pros Conclude Their Series At Round 7, At Sandhill Ranch on SUNDAY, Feb. 22nd.

ENTRY INFORMATION — An entry may be transferred ONLY ONCE! Rider forfeits any entry which is not transferred within two weeks of the event for which it was originally submitted.

FEES: (All Events)

	Pre**	Post
Sportsman	$20	$25
Pro	$35	$40

**To qualify for Pre-entry price, properly completed entries must be received at the CMC Office by 5 p.m. Thursday prior to the respective event. Sufficient payment must accompany each entry. ABSOLUTELY NO PHONE ENTRIES.

EVENT SCHEDULE

Gates Open:	6:00 a.m.
Registration:	6:30 — 8:30 a.m.
** Late Registration	8:45 — 8:55 a.m.
Practice	7:30 — 9:00 a.m.
First Race	9:30 a.m.

After 6:00 p.m. PST call (714) 261-6116 to get all GSN Info via the "DODGE TRUCK/CMC" Race Info Recorded Hot Line.

** Riders signing up during Late Registration will be charged an additional $5 late fee.

CMC CELEBRATING 20 YEARS MOTOSPORT

(714) 261-6116

All Proceeds Go To District

Sand Hill Motocross Track
Chesterfield, South Carolina

AMA District 29 — Nothing Could Be Finer Than To Be A 29er

February 15, 1987 • District 29 Benefit Motocross

All New Professionally Designed Track

125cc — 250/Open, Semi Pro Classes
$100/70/50/35/25 Paid Per Moto
100% Payback In Case Of Rain

Amateur Classes: Pee Wee, Jr. & Sr. Minis, 125 B&C, 250 B&C, 125 Schoolboy, Senior & Open Amateur
This Is A District 29 Point Paying Event!
Practice 9:00 am — Race 10:30 am

Motocross School On Saturday
Teachers: Todd Harrell — Damon Bradshaw — Sam Dayton
Saturday, February 14, 1987 — 10:00 am to 3:00 pm
$40 Fee — All Proceeds Benefit District

AMA

Information: 803/623-2036 or 704/596-4830
Event Promoted by Tony & Venda Harrell In Association With Dist. 29 Promoters.

CYCLE NEWS — Weekly news, not monthly history

CRC — CALIFORNIA RACE SCHEDULE
ATV Classes At All Events

Feb. 8 — MOTOCROSS, L.A. County Raceway
Feb. 15 — MOTOCROSS, Glen Helen
Feb. 22 — DIAMOND HEAD GP, L.A. County Raceway
Mar. 1 — MOTOCROSS, Perris Raceway

(213) 830-7519

NMA — NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE · MOTORCYCLE · MOTOCROSS

NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

PERRIS ...Is The Place!

Feb. 7 — SMX
Feb. 8 — SMX
Feb. 14 — SMX
Feb. 15 — Double Cross GP
Feb. 21 — SMX
Feb. 22 — ATV GP
Feb. 28 — SMX
Mar. 1 — CRC MX

WHEN YOU MOVE...

1. For FASTEST service attach old mailing label in space below.
If mailing label is not available, print your old name and address in this box.

Please allow 3 weeks for change to take effect.

2. Print your NEW address here.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

3. Mail to:
Circulation Dept.
CYCLE NEWS Inc.
P.O. Box 498
Long Beach, CA 90801-0498

1987 ARENACROSS NATIONALS

Wiseco - Gear - Scott - Klotz - Shoei - Braco - Acerbis - Hi- Point

MotoWorld Presents

N.A.C.C. NATIONAL ARENA CROSS CHAMPIONSHIPS

AMA AATVA World Sports

Sat. & Sun., Feb. 14 & 15
Cincinnati Gardens
Cincinnati, Ohio

Sat. & Sun., Mar. 14 & 15
Toledo Sports Arena
Toledo, Ohio

Fri. & Sat., Apr. 17 & 18
Wheeling Civic Center
Wheeling, WV

For Information And Pre-Entry Call or Write
WorldSports North
Rt. 7, Box 459
Morgantown, WV 26505
(304) 594-1157
In The South Call
(813) 822-8929

Read Cycle News Want Ads!

Greeves

GREEVES DAY
Kettleman City, CA
SAT. Feb. 14
CONCOURS & SWAPMEET
SUN. Feb. 15th
GREEVES OBSERVED TRIALS
(Special Class For Other British Bikes)
INFO: Frank Conley
(408) 659-4958

WHEEL WORKS Motorcycle Tire and Wheel Center

SAND SALE
● Sun Rims WM-21 Gold or Silver
● 8-Gauge Stainless Steel Spokes $29.00
PADDLE TIRES — 8 to 14 Paddles from $59.00

12787 Nutwood
Garden Grove, CA 92640 • (714) 530-6681

SAMMY TANNER DISTRIBUTING
Arai HELMETS
ARTESIA, CA (213) 860-4040

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EXPERIENCED STAFF
Why Buy Anywhere Else?
BELLFLOWER YAMAHA
10401 Alondra, Bellflower, CA (213) 925-5097

Want Ad Information — 213/427-7433

SRA California Schedule

Feb. 22 — SOBOBA G.P.
Mar. 29 — GLEN HELEN G.P.

(714) 828-1358

SMX California Schedule

Sat.	Feb. 7	Perris
Sun.	Feb. 8	Perris
Sat.	Feb. 14	Perris
Sun.	Feb. 15	DeAnza

INFO (714) 582-3482/(714) 582-2522

ATV 10 AM CYCLE
MOTOCROSS
FEB. 22
B&J MX—CLARKSVILLE, TN
(502) 522-6389

AFM ROAD RACING 1987
Feb. 14/15 — Willow Springs
Mar. 14/15 — Willow Springs
Mar. 28/29 — Sears Point
13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

WHITE WOLF RACEWAY

Motocross At
WHITE WOLF RACEWAY
MAR. 1
(805) 834-0284
Bakersfield, CA

NEXT RACE: APR. 4-5, 1987
TOYOTA BUDWEISER Coca-Cola
FORMULA USA™
UNLIMITED MOTORCYCLE GRAN PRIX
Willow Springs INTERNATIONAL Raceway CA

● Gran Carrera Internacional. On Dirt Mag./Baja Promotions, Ltd. San Felipe. Info 818/340-5750.

February 14

CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522.
CALIFORNIA SUPERCROSS
● Coors Supercross. Jack Murphy Stadium, San Diego. Info 818/787-3497 or 714/240-8334.
FLORIDA MOTOCROSS
Indoor MX. Indoor Sports Inc. Jacksonville Coliseum, Jacksonville. Info 904/744-7984.
FLORIDA SHORT TRACK/MX
Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.
MEXICO GRAND PRIX
CRRC 6 Hour Endurance. Monterey. Info 713/468-3889.
MICHIGAN ICE RACE
AMA. Valley Trail Riders. Bay City. Info 517/754-5842.

Feb. 14-15

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sunrise Valley Adelanto. Info 714/261-6116.
CALIFORNIA ROAD RACE
● GSXR Nat'l Champ. R.R. Series. AFM South Series. Willow Springs. Info 213/864-0704.
CALIFORNIA GREEVES DAY
Kettleman City, CA. Sat. Concours & Swapmeet, Sun. Observed Trials for all British bikes. Info 408/659-4958.
FLORIDA MOTOCROSS
● February Florida Series. Jacksonville. Info 813/822-8929.

February 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ARIZONA ROAD RACE
PRRO. Sprints. Firebird Int'l Raceway, Phoenix. Info 602/583-8859 or 993-5384.
CALIFORNIA ENDURO
D-36 Regional. B & C Championship. Salinas Ramblers MC. Clear Creek between King City & Coalinga. Info 408/422-3232.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA SMOOTH TRACK TT
● Martinez Racing. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-2522 or 582-3482.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA TRIAL
Observed trial. AMA/ATA. Plonkers. Lucerne. Info 818/964-1191.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/695-2727.
CALIFORNIA ENDUROTHON
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
FLORIDA HARE SCRAMBLES
FTR Series. Apollo. Titusville. Info 813/351-4056.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2745.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
MEXICO GRAND PRIX
CRRC. Sprints. Monterey. Info 713/468-3889.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MICHIGAN ICE RACE
Polka Dots MC. Gladwin County Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.
MINNESOTA ICE RACE
● DTRA Series. Centerville. Info 612/593-1283.
NEVADA SCRAMBLES
European Scrambles. AMA/D-36. Reno OTHG/Reno OT. Fernley Lions Club Track, 30 mi east of Reno. Info 702/358-4388.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA HARE SCRAMBLE
NC H.S. Assn. Lincolnton. Info 704/483-5140.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Lenoir & Wilkesboro. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
SOUTH CAROLINA MOTOCROSS
● AMA. Sandhill MX Track. Chesterfield. Info 803/623-2036 or 704/596-4830.
TEXAS MOTOCROSS
● Conroe MX, Conroe. Info 409/273-2336.
WASHINGTON ENDURO
NMA. Timekeeper Enduro. Rivercity MC. Harts Lake, McKenna. Info 206/456-1103 or 943-1559.

February 20

TEXAS ARENACROSS
Bud Light Arenacross Series. Mike Kidd Prom. Ector County Coliseum, Odessa. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

Feb. 20-21

CALIFORNIA ICE SPEEDWAY
● United Speedway of America. Cow Palace, San Francisco. Info 209/268-5856.
HAWAII SPEEDWAY
● International Speedway. Aloha Stadium, Oahu. Info 714/492-9933.
OREGON MOTOCROSS
● SOMA. Indoor. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.

February 21

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
FLORIDA SUPERCROSS
● AMA/Insport Supercross Series, Round 4. Orange Bowl, Miami.
UTAH MOTOCROSS
● D-26 C'ships, Round 2. Moab. Info 801/259-6831 or 259-8941.
WASHINGTON GRAND PRIX
N.W. MC Assn. Off-Road Series. Sea Fair City MC. Seattle Int'l Raceway, Kent. Info 206/833-7313.

Feb. 21-22

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sandhill Ranch, Brentwood. Info 714/261-6116.
TEXAS TRIALS
Observed Trials. San Antonio Trials Assn. Dirt Bikers Club, San Antonio Cycle Ranch. Info 512/680-2346.

February 22

ALABAMA ENDURO
SETRA Series. Piney Woods Enduro. Delta. Info 404/288-5305 or 373-3447.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA DESERT RACE
● The King. Fudpucker Racing Team. AMA/FRT/D-38.Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA GRAND PRIX
● Diamond Head GP. CRC. L.A. Co. Raceway, Palmdale. Info 213/830-7519.
CALIFORNIA DESERT RACE
AMA/D-38. FRT 150 mile King of the Desert Race. Ancient Dry Lake Bed. Info 619/465-5023.
CALIFORNIA HARE SCRAMBLES
Brush Busters MC. Camp Rock Rd, Lucerne. Info 818/443-4618.
CALIFORNIA TT
● Smoke & Roar Racing. White Wolf Raceway, Bakersfield. Info 213/473-1656.
CALIFORNIA MOTOCROSS
● SMX. Glen Helen Raceway, San Bernardino. Info 714/582-2522 or 582-3482.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA GRAND PRIX
SRA. Soboba G.P. Hemet. Info 714/828-1358.
CALIFORNIA SCRAMBLES
● San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
FLORIDA MOTOCROSS
● Florida February Series. AMA/WorldSports. Diamondback Raceway, Cocoa. Info 813/822-8929.
GEORGIA MOTOCROSS
FMC. South GA MX, Valdosta. Info 912/244-6050.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2745.
LOUISIANA HARE SCRAMBLES
AMA Nat'l Champ. H.S. Dusty Wheels MC.Beinville. Info 318/929-2110 after 6 p.m.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Belden, 15 mi NE of Binghamton. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
● Clarks Branch Cycle Club. Roseburg. Info 503/673-1671.
SOUTH CAROLINA MOTOCROSS
AMA. Carolina Winter Series. Sandhill MX, Chesterfield. Info 803/623-2036.
TENNESSEE MOTOCROSS
AMA. B & J MX, Inc. Clarksville. Info 502/522-6389 or 235-5154.
TEXAS ENDURO
Sabine Enduro Circuit. Sidewinder. String Prairie.
TEXAS MOTOCROSS
● Conroe MX, Conroe. Info 409/273-2336.
TEXAS MOTOCROSS
● South Forty Dirt Track, Crane. Info 713/558-3989.
WASHINGTON MOTOCROSS
Squisher Racing. Mabton Dunes, Mabton. Info 509/837-3595.
WISCONSIN ICE RACE
Central WI Ice Races. Snyders Lake, 6 mim west of Neillsville. Info 715/743-3893.

February 27

TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

Feb. 27-28

NORTH CAROLINA ARENACROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

February 28

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sportsman Finale. Spinner's Airport Raceway, Porterville, CA. Info 714/261-6116.
FLORIDA SHORT TRACK/MX
● Night races. Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

Feb. 28-March 1

CALIFORNIA GRAND PRIX
DCR. View Finders MC. Riverside Raceway, Riverside. Info 714/751-9238 or 371-6333.
CALIFORNIA MOTOCROSS
OTMX/OTHG members only. Old Timers MX Assn. Glen Helen Raceway, San Bernardino. Info 818/882-5935.
CALIFORNIA ROAD RACE
ARRA/Kawasaki/Racers Supply CA RR Series. Willow Springs.
FLORIDA TRIALS
FTA Series. Crooms & Hernando. Info 813/533-0747 or 683-9319.
FLORIDA DRAGS
● Dragbike! Nat'l Champ. Series. Miami/Hollywood. Info 315/735-1661 or 619/292-4444.

March 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA ENDURO
17th Annual Coyote Derby. Chaparrals MC. D-37.Red Mountain, Teagle Wash. Info 714/528-3007.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-2522 or 582-3482.
CALIFORNIA ENDUROTHON
Two man, 2 hr scrambles. San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
FLORIDA MOTOCROSS
● AMA Nat'l C'ship MX Series. Gainesville.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Lakeland MX, Cadiz. Info 502/522-6389 or 235-5154.
MINNESOTA ICE RACE
● DTRA. Centerville. Info 612/593-1283.
MISSOURI HARE SCRAMBLES
Trailblazers. Rivermont. Potosi. Info 314/428-2789.
NEW MEXICO HARE & HOUND
AMA Nat'l. Prairie Dawgs MC. Alamogordo. Info 505/437-0143 or 682-2094.
NEW YORK MOTOCROSS
AMA. Long Island Sports Committee. Westhampton Drag Strip, Westhampton. Info 516/929-4933.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
Broken Spoke MX, Tulsa/Preston. Info 918/321-3328 or 321-5041.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA MX/HS
AMA/D-5 & 12. Rocky Ridge. Imperial. Info 412/796-1667 or 796-5602.
SOUTH CAROLINA ENDURO
SETRA Championship Series. Sand-

lapper Enduro. Columbia Enduro Rider Assn. Pelion. Info 803/788-7888 or 356-4556.
TEXAS MOTOCROSS
● MX Rio Bravo, Houston. Info 713/459-1235.
WASHINGTON ENDURO
NMA Enduro Series. P.S.E.R. Shelton Valley, Shelton. Info 206/456-1103 or 943-1559.

March 4

CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
FLORIDA HARE SCRAMBLES
AMA Nat'l Championship Series. Cocoa.

March 5

FLORIDA ENDURO
37th Annual Alligator Enduro. Daytona Beach. Info 904/761-5522.

March 6

FLORIDA HARE SCRAMBLE
3rd Annual Daytona Sportsman H.S. Daytona. Info 904/761-5522.
TEXAS ARENACROSS
● Bud Light TX Arenacross Series. Mike Kidd Promotions. Joe Freeman Coliseum, San Antonio. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

March 6-8

NEVADA DESERT RACE
HDRA Series. Las Vegas. Info 702/361-5404.

March 7

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522or 582-3482.
CALIFORNIA SPEEDWAY
● International Speedway. Long Beach Veterans Stadium, Long Beach. Info 714/492-9933.

March 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA DESERT RACE
● ADRA. Salome 100. West of Phoenix, Salome. Info 602/252-1900.
CALIFORNIA MOTOCROSS
● CMC. Sandhill Ranch, Brentwood. Info 916/678-3592 or 678-9956.
CALIFORNIA ENDURO
FRA Funduro. Red Mountain.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
CALIFORNIA SPEEDWAY
● Spring Classic. American Raceways Class A Spdwy. Inland MC Speedway, San Bernardino. Info 714/884-4092 or 818/446-0969.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA ROAD RACE
● AMA/Camel Pro Series. Daytona Int'l Speedway, Daytona.
FLORIDA ENDURO
FTR Championship Series. Ocala National Forest. Info 305/969-0514.
FLORIDA ENDURO
SETRA Championship Series. Ok lawaha Enduro. Palatka. Info 904/467-9763.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEW YORK MOTOCROSS
AMA. Long Island Sports Committee. Westhampton Drag Strip, Westhampton. Info 516/929-4933.
OKLAHOMA MOTOCROSS
● Allen Ranch MX. Tulsa/Bixby. Info 918/428-1237.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Hell Hole Creek MX, Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
● Smoky Mtn. MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS MOTOCROSS
● Conroe MX, Conroe. Info 409/273-2336.

March 11

CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

March 13

CALIFORNIA SPEEDWAY
● Coors Spring Classic. International Speedway. Orange County Fair grounds, Costa Mesa. Info 714/492-9933.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

March 14

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
FLORIDA SHORT TRACK/MX
● Spring Series. Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

March 14-15

ALABAMA ROAD RACE
WERA Championship Series. Talladega. Info 803/784-3105.
CALIFORNIA ROAD RACE
● Suzuki GSXR Nat'l Champ. Series. AFM R.R. Series, South. Willow Springs, Rosamond. Info 213/864-0704.

March 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS ENDURO
AR Dirt Riders/Black Jack Enduro Circuit. Bear Creek, Murfreesboro. Info 501/753-3582.
ARKANSAS ENDURO
Sabine Enduro Series. Kirby.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-2522 or 582-3482.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA ENDURO
Bush Bunny Enduro. AMA/D-38. Busheaters MC. Plaster City West. Info 619/465-5023.
CALIFORNIA GRAND PRIX
● DCR. Perris Raceway, Perris. Info 714/371-6333.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA ENDURO
SETRA Championship Series. Cherokee Nat'l Enduro. Green Co., Athens. Info 404/353-1460.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
MINNESOTA ICE RACE
● DTRA Series. Centerville. 612/593-1283.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders. Belden, 15 mi NE of Binghamton. Info 607/723-2387.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Inc. Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
● Clarks Branch Cycle Club. 6 mi south of Roseburg. Info 503/673-1671.
PENNSYLVANIA MX/HS
AMA/D-5 & 12. Rocky Ridge. Imperial. Info 412/796-1667 or 796-5602.
TEXAS MOTOCROSS
● MX Rio Bravo, Houston. Info 713/459-1235.
VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club, Martinsville. Info 703/632-2680 or 632-7077.

March 18

CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

March 20

TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

March 21

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fgds, Monterey. Info 408/449-7367.
MICHIGAN GRAND PRIX
● Mickey Thompson Off Road GP. Silverdome, Pontiac. Info 818/359-5117.
PENNSYLVANIA SUPERCROSS
AMA. Night race. Evansville Raceways. Berwick. Info 717/759-2841.

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issues. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town : _____ State : _____

Phone number (with area code) for more information: _____

Your name: _____

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(714) 364-2542
INTER-SHOWS

AMA
District 37 Calendar
Southern California
For Competition Cards & Schedule Call
Art More (805) 492-1398

Feb. 8	Four Aces M.C. Fremont Valley lime from 395 & Randsburg Road also Hwy 14 & Garlock Rd. (818) 998-4935 Jim Main	H&H
Feb. 22	Brush Busters M.C. Camp Rock Rd. lime from Lucerne (818) 443-4618 Sid Ahuero	HS
Feb. 28/Mar. 1	Viewfinders M.C. Riverside Raceway (714) 751-9238 Ken Boyd	GP
Mar. 1	Chapparales M.C. Red Mtn. (Teagle Wash) lime from 395 at Trona Rd. (Red Mtn.) (714) 528-3007 Bill Adams	Enduro

DISTRICT 37 ROAD RIDING
OFFICE: (818) 249-2141

Mar. 1	Accessories Unlimited (805) 255-5622 Boyce	
Mar. 15	Shamrocks (805) 259-4732 Carol	
Mar. 21-22	U.S. Motorcycle Tours Mexico Tours (619) 365-1650 Richard	
Mar. 22	TRAC M. (714) 886-3907 Bob	

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California Time

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SAT/SUN Jan 31-Feb. 1 Glen Helen, San Bernardino
SAT/SUN Feb. 14-15 Sunrise Cycle Park, Adelanto
SAT/SUN Feb. 21-22 Sandhill Ranch, Brentwood
SAT Feb. 28 Spinners Raceway, Porterville
CA (714) 261-6116

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1986 KTM 125MX $1,795
1986 KTM 80 Super Mini $1,395
1986 KTM 80 Pro Mini $995
1986 Husky 510TE $2,495
1986 Husky 250XC $2,095
1986 Husky 125CR $1,295

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1986 KTM 250 Enduro $1,995
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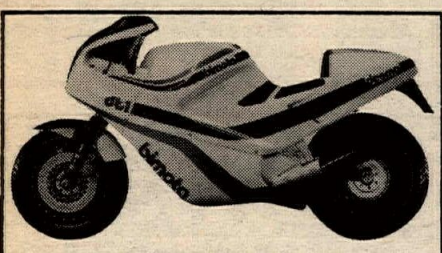

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WANT ADS

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Service Technician needed for Harley Davidson dealership. H.D. experience helpful but willing to train the right person. Send resume to: HARLEY DAVIDSON OF FREDERICK, 5915C Urbana Pike, Frederick, MD 21701. (105)

One Of Top 50 Honda Dealers
Seeking experienced Honda General Manager. If you're looking for a big opportunity in the best growing market in America (Atlanta, GA), send resume to: Pro-Line, Brian Kenney, 3285 Commerce Ave., Duluth, GA 30136. (204-06)

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'87 CR250 Honda, one race. $2200. '83 XR200R Honda, new top. $725. (714) 897-9684. (405)

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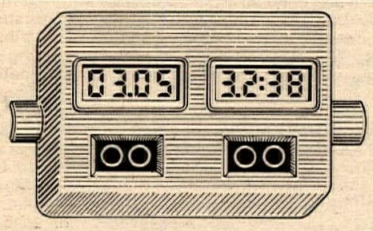

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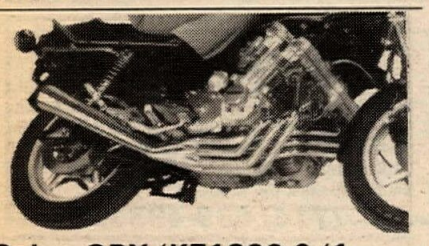

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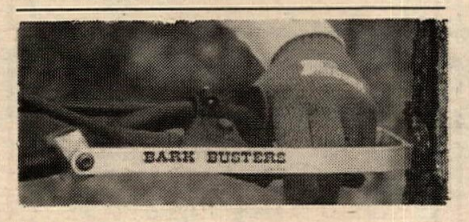

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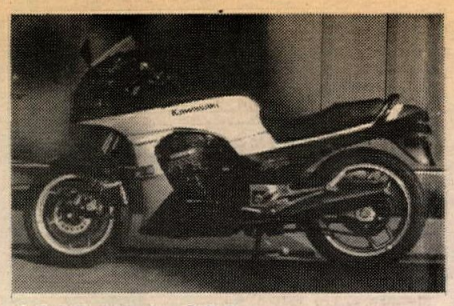

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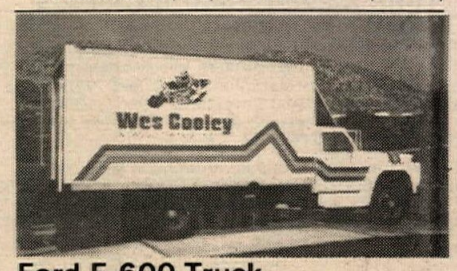

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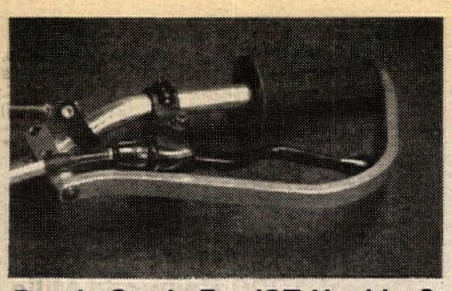

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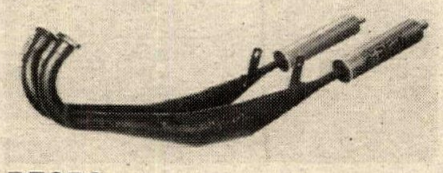

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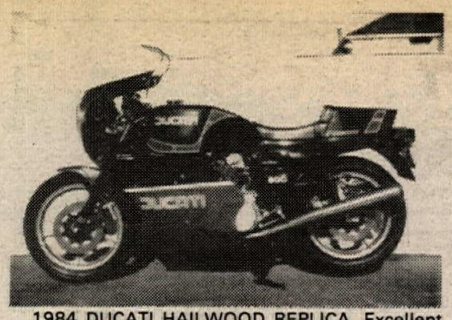

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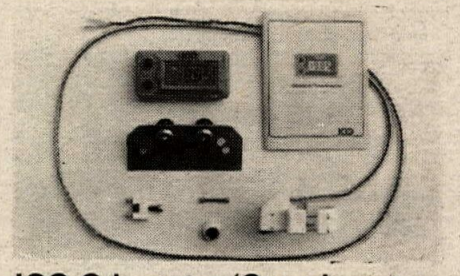

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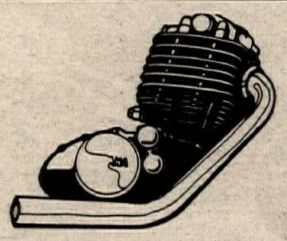

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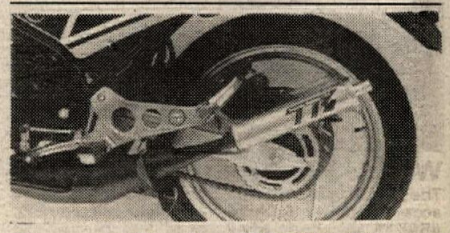

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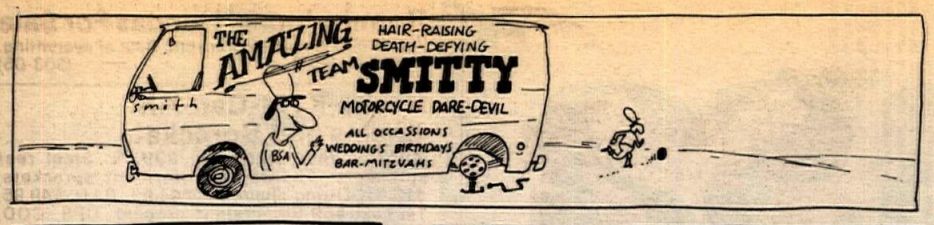

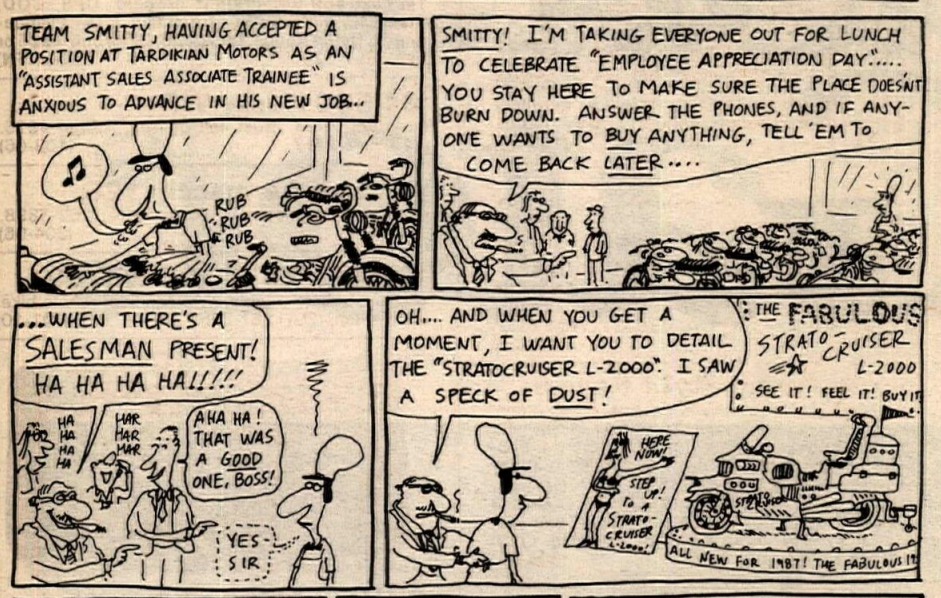

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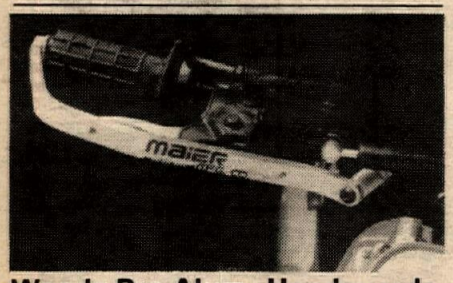

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ADVERTISER'S INDEX

A&A Racing Service 39
A&L Suzuki 30
AFM 36
AMA C'ship Cup Series 27
ATK 30
Action Cycle 42
Action Sports Cycles 42
Alhambra Yamaha 38
B&J Motocross Inc 36
B.P. Cycles 39
Banzai Bros 28
Bates Leathers 41
Bay Area Cycle Centre 37
Beach Sports Cycle 39
Bell Helmets 41
Bellflower Yamaha 36
Bert's Motorcycles 32
Best Can-Am 31
Bike Barn 42
Blocker Enterprises, Inc 41
Brantford Cycle 21
Brewer Yamaha Inc 42
Brunswick Suzuki 39
Buffalo Number Plates 41
Burbank Yamaha 30
CBX Racing 24
CC Specialties 41
CMC 35,37
CN Address Change 36
CRC 35
CRF 31
Can-Am . . . . . Insert
Carbureter Parts Warehouse 38
Chariot Mfg. Co 26
Charlie Chapple 32
Continental Cycles 30,39
Corky's Cycle Sales 39
Cosmopolitan Motors 38
Cycle Design 30,39
Cycle News Prod 21,29,31
Cycle News Sub. Info 27
Cycle Pro 41
Cycle Products West 31
Cycle South Inc 39
Cycle Specialties Athens 39
Cycle Sport RV Center 31
Daytona Intern'l Speed . . . 23,25
Dennis Kirk 32
Dirt Diggers North 34
Dirt Rider 15
Dirty Harry's Dirt Bikes 39
District 29 MX 35
District 37 AMA 37
Double Cross Racing Assn . . . 37
Dr. John's MC Frame 32
Earl Mark Productions 28
Eric's Motorcycle Co 24
Euro-Cycle Import Inc 42
European Cyc Specialties 32
Eurosport 41
Extrude Hone Abrasive 37
Falicon Performance Eng 42
Fred Heistand Automotive . . . 39
Frederick's Cycle Center 39
Freewheeling Honda 39
Glen Jordon 42
Greeves Owners 36
H&H KTM-Husqvarna 38
Hallman East 38
Halls Harley Davidson 42
Harper Cyc And Machine 42
Heid's Hodaka 39
Hi-Point Racing Products 24
Honda Shock Specialist 41
Husqvarna 19
Hy-Tech Motorcycle Components 19
Hyperbike Headquarters 41
Inter-Shows 37
International Products 30
J.C. Agajanian 29
Jam On Productions 21
Jart 41
Kal Gard Mfg 30
Kawasaki Motor Corp 44
Kawasaki Of Riverside 38
Ken Maely 41
Laidigs Cycle 42
LeBard & Underwood 42
Lewis Husky Barn 42
Los Angeles Sleeve Co 32
M.C.C. 42
Malcolm Smith 38
Mash Cycle Shop 39
Maxima 28
Megacycle Cams 24
Mellon Motorcycle Co 42
Micro Bore Racing 42
Mikes Cycle Supply 39
Mister Cycle Parts 42
Moto World 37
Motocross Fox 38
Motodesign 41
Motorcycle Tire Works 24
Motorcycle World 31
Motorcyclist Services 28
Mouse's Cycle 42
NMA 35
Northwest Sleeve Eng.Wrk . . . 42
Oakland Spt Ctr 38
PJ1 Corp 25
Parker Brothers Motors 28
Paul Thede's Race Tech 41
Performance Cycle Works . . . 42
Personal Cycle Service 30
Personal Watercraft Illus 33
Pro Action Innovations 42
Pro Tec 41
Pro Trac Trailers 32
RAZ Video 30
Racers Choice 39
Ray's Suzuki Cycle 41
Razee Motorcycle Center 39
Rees Motors, Inc 41
Rehoboth Cycles 39
Ridersville Cycle 24
Russ Darnell 41
S&S Sprockets 38
SMX 36
SPE 35
SRA 36
SXI Supercross Inc 11
Sammy Tanner Distributing . . 36
Scott Daugherty 42
Scotts Scooter Serv 41
Sherman Oaks 42
Shoei Helmets 23
Sloans Cycle Sales 26
So. Cal Suzuki Dealers 13
Soteria Cycle Parts & Acc . . . 39
Spectro Mid America 24
Sport Tracks 38
Steve Simons Inc 41
Steve Storz Performance 32
Street Cycles, Inc 39
Tap-Ex 42
Tereflex 32
The Frame Shop 41
Torco 28
Town & Country Honda 26
Trick Racing Fuel 38
Turbo City Inc 39
U.S. Suzuki 5
Valley Honda Kawasaki 26
Vance & Hines 9,32
Vanson Leathers 26
Web-Cam 32
Wheel Works 36
White Bros Cyc Spec 41
White Wolf Raceway 36
Willow Springs Raceway 36
World Sports Promotions 36
XR's Only 30
Yamaha Parts Dist. Inc 21
Yoshimura Research & Del . . 32

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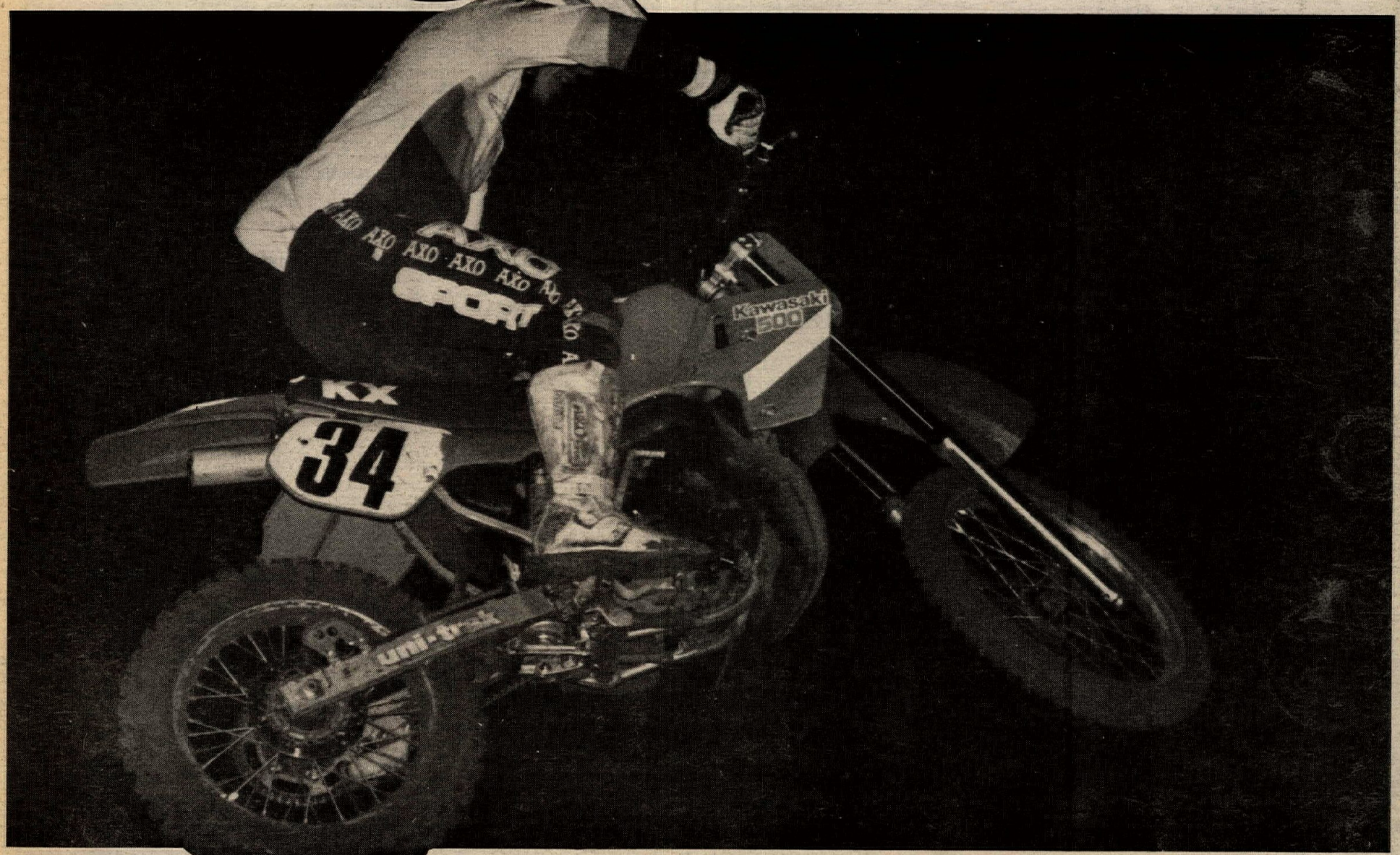

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